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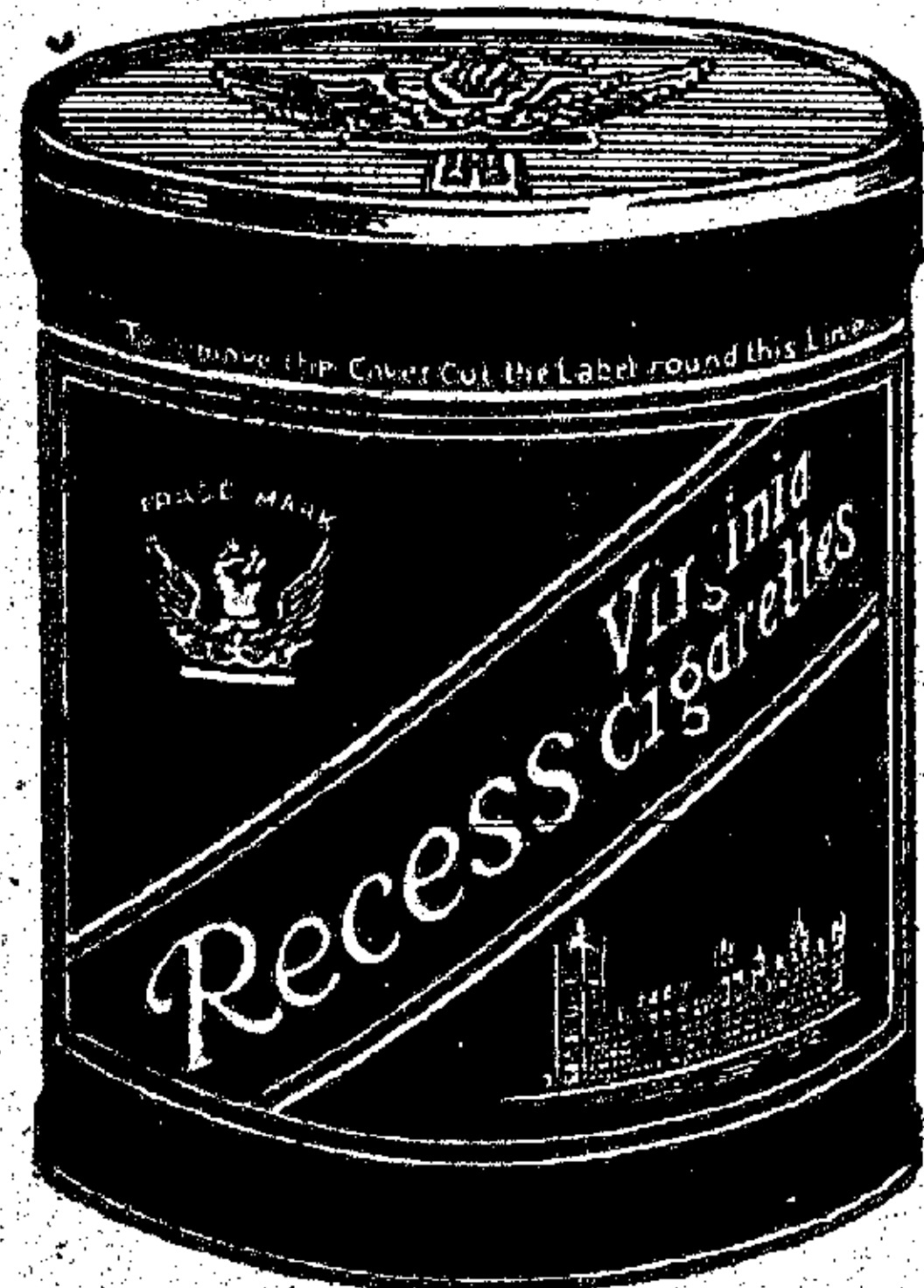
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(1008)

WHY NOT VANCOUVER ISLAND?

(CONTRIBUTED.)

Some of my friends have been asking me recently about British Columbia as a place to go to on leave; and to help them and amuse myself I have put my views down on paper in the hope that they may be useful.

There must be people on the China coast who want a thorough change, and having exhausted the local attractions would like to try something new.

I believe that the man who has never stayed there is as a rule pretty vague about the Pacific coast of Canada. Many people think that living must be very expensive; others tell you that their wives are not strong enough for the rough life. Others, again, have heard of the plague of flies and mosquitoes.

The *Daily Press* was good enough to print some notes of mine last year on Vancouver Island from the point of view of the fisherman. I think that, perhaps, something of the same kind but addressed to the man who does not fish might be useful to local residents.

I will speak only of the Island because I know it so much better than it has become something of a passion with me. The mainland has, of course, its admirers. You can get mountain, lake and river pretty well all over British Columbia. But people in the country are, as a rule, very helpful and friendly, and you can find out about any given neighbourhood when you get over there. I will therefore confine myself to the district which I know and love and where I have at two widely distant dates had a most perfect holiday.

The Pacific in summer is nothing very alarming. The run from Yokohama across is a trifle monotonous; but the larger Empress boats take you in 18 days or less from Hongkong to Victoria.

"The Island" is about two-thirds the size of Ireland. It is still pretty heavily wooded, especially on the mountains. The climate of the southern half—the northern is as yet but little opened up—is very much that of North Devon. The summers are dry and hot; so much so that in and round Victoria in July and August people say you can sleep outside under a tree, for it is never raining. Further north—at Alberni, for instance—there is more moisture. But on the whole, from about June 1st to the end of August, you may count on being in the open air six days at least out of seven. On my two trips—say, five months in all—I can remember no serious down-pour, though there were occasionally heavy showers.

Victoria is at its best about the end of April. Then the lilac, laburnum, horse chestnut, and pink and white May, are in full bloom. It continues delightful until about the end of October, when the rains begin.

First of all, as to accommodation. The Canadian Pacific Railway Hotel is the Biltz of Victoria. I have had a supper in the grill-room there which could not be beaten in London or Paris. It is a magnificent building upon a fine site in the very centre of the town. There are, of course, plenty of smaller hotels where they make you very comfortable. The Dallas, for instance, is a quiet place which stands opposite the landing wharf, and has a fine view of the glaciers of the Olympic range.

For a family man I should recommend the Oak Bay Hotel, situated in the district of that name and quite close to the golf course, and the sea. The electric tram takes you out in about half an hour.

A very fascinating place is the hotel—I forget its name, but there is only one—at Brentwood, about an hour by light railway from Victoria. It stands in the woods on the shore of a beautiful inlet. You can sail, row, fish in the sea, and bathe—and live in great comfort at a reasonable rate.

On the E. and N. Railway, again, are plenty of little settlements among lakes and woods. Such are Quamichan Lake; Duncan's (Tszouhalem Lake); Cowichan Bay (good sailing and bathing and a very fair golf course); and Cowichan Lake (Riverside Hotel).

About six hours up the line is Qualicum Beach. I have never stayed there myself, but the hotel is a very fine modern building. You can get golf (rather rough), and boating and fishing. But the special attraction is the beach, which has beautiful sands, while the water is warm enough for children to bathe regularly.

(Continued at foot of next Column.)

MACAO NOTES.

(FROM OUR OWN CORRESPONDENT.)

MACAO, December 5th.

A very destructive fire occurred a week ago at the Tarrateiro when no less than 30 houses were destroyed. There was a very strong wind at the time. The destroyed properties are said to have been heavily insured, chiefly with Chinese companies. Another fire broke out at Lappa last evening at about 11 o'clock, and many houses, matcheds, junks and small boats were destroyed. The amount of damage must have been very heavy, as there was a large number of junks either under repair or under construction.

The death took place on Sunday last of the Rev. Father Theodosio F. Xavier, who had been a teacher at the Central Schools of the Senado for 18 years. The Father was highly popular and there was a very large attendance of mourners at the funeral. The Municipal Band headed the procession and played the funeral march. The boys and girls of all the Senado's school and of St. Joseph's College, were present.

About 200 children attended their first communion last Sunday at the Cathedral. After the service there was a reception at the Bishop's palace, where tea was served and everyone received a souvenir of the occasion.

In all these places prices vary with the season. You should demand weekly or monthly rates, and for a family party your average daily bill in a country hotel should not much exceed 10/- per head.

The main roads are famous for their excellence, especially the Island Highway, and you can motor at reasonable rates. One very fine run is from Victoria to Alberni (150 miles). To thoroughly appreciate the scenery it is as well to break the journey and stay over one night—say, at Duncan's. At Alberni put up at the Sonness Hotel.

Port Alberni—As to climate: the sun in July and August is distinctly hotter than in England, but the temperature drops at sundown and the nights are cool and fresh. Old residents say that the year a light overcoat after dark all the year round. Even on the hottest day you can at most places on the coast look out upon a distant glacier all through the summer. As for flies and mosquitoes, you never see them in and round Victoria, or, I think, in the settlements anywhere. If Great Central Lake, you want mosquito curtains and should take a bottle of muscadine. As for roughing it—in a country hotel you may have to clean your own boots, therefore take brown ones or canvas shoes.

Afternoon tea is usually an extra; in the smaller hotels you may have to make it yourself or take it in a thermos flask, as the staff expects to stand easy in the afternoon.

It is not always possible to get good washing outside the towns; but in the country no one dresses for dinner. Take lots of flannel shirts and old towels. This is not a fishing article but I may mention that salmon and grise are running intermittently on the coast during the most of the year. When the run is on you can troll from a boat with a spoon bait or a sprat and be certain of getting fish almost anywhere in salt water. A friend of mine just back in Hongkong from Brentwood tells me that on one day—his best—in August last he and a friend got in four hours 18 grise and 2 salmon on the troll. The fish are handsome and well shaped, very game, and excellent eating.

The wild life is quite interesting. Deer are plentiful, and with a little luck you may see a brown bear. There are no dangerous animals, and the very snakes—which are fairly plentiful—are small and non-venomous. In the autumn there is quite fair rough shooting—pheasants, grouse, and wild fowl. The woods are full of wild strawberries, raspberries of various kinds, and whortle berries, and there is a pleasing succession of wild flowers throughout the summer.

I have not indicated any preference of my own for any particular spot because, after all, what attracts one man may repel another. The best plan is to move round and choose a place for yourself. If your time is limited make a start at Oak Bay. There you are in the country, and can yet explore Victoria, a beautiful and well laid out town, where there are at present no slums.

Go to the Natural History museum, which has excellent specimens of North American birds, beasts, and fishes. Take your wife and or children to the great Ferry's for an "ice-cream Sunday." If the weather is varia try Brentwood next. If it remains warm go to Port Alberni either by road or rail. The scenery on the way is too good to miss. You might profitably break the journey at Cameron Lake.

I have forgotten to say that Victoria has an excellent Club where visitors are made welcome. If your wife joins the Ladies' Club as a visiting member she can give you lunch or tea there.

Lastly, if you feel young enough, it is very good fun to go camping. You can hire a tent, or rent a log cabin on a lake or the sea shore, at a nominal rate. There is no trouble about fuel, and fish can generally be extracted from either fresh or salt water by the most primitive methods.

If all you ask of your holiday is the simple life in a bracing climate, with plenty of sun, and the open air all the week round, you can have it in the Island and, as it seems to me, at a very moderate cost.

V. V.

Hongkong, December 4th, 1916.

AMALGAMATION?
NEW THEORIES.

LEAVE WELL ALONE.

(BY "THE TIMES" MILITARY CORRESPONDENT.)

The distinguished Frenchman who writes under the pseudonym of "Polybe" in the columns of the *Figaro* opened up a few days ago a subject which has given rise to a good deal of private and unofficial discussion in France, namely, the amalgamation of the Allied Armies.

Different people mean different things when they speak of the amalgamation of Armies. For some folk—and not the least important—ideas do not go further than an exchange of certain staff and technical officers, in order to enable certain Armies which are, or are assumed to be, deficient in certain respects, to profit by the experience of others which in these particular respects have made, or are assumed to have made, more progress. Other people go much further and desire to see Army Corps composed, for example, of one British and one French division, or of two divisions of one nation and one of another, the command of the Army Corps in the latter case developing upon the Army most strongly represented. Others, again, would retain the national Army Corps organization and would compose the Armies of so many Army Corps of each nationality. There is a variety of solutions, but each aims at a blend of one sort or another of the various national elements and the constitution of an amalgamated Army.

FREE TRADE IN IDEAS.

Let us begin by admitting that, whatever may happen to Free Trade after the war, there is free trade in ideas now. We are all either inventing or assimilating something fresh every day, and anyone who has a good idea has a capital market. Red tape and routine have been thrown into the box of forgetfulness; precedents are only honoured if they serve our particular ends, and everything of the are military is judged on its merits and according to its applicability or the reverse to our times. Likes and dislikes, prejudices and preferences are all scattered to the wind, and the only thing that counts with us when we expound a new idea is whether it will help us to win the war, and to win it sooner.

As "Polybe" truly says, amalgamation is nothing new to us. Italians, Germans, Prussians, Dutchmen, and other peoples fought under Napoleon's eagles. Our Armies in the East have usually been composite in character. The brigading of Portuguese with British troops produced the happiest results in the Peninsula, and we can scarcely name one of our modern campaigns in which two or more different races have not entered into the composition of our Armies, and often with excellent results. We have certainly shown, by our practice, that we have no inborn antipathy to the ideas which "Polybe" presents to us. We can admit, that from a tactical point of view the presence in each grand division of troops of British and French soldiers might prove extremely comforting to a commander on some occasions.

COMMAND AND COMMUNICATIONS.

So far we can most of us go in agreement, but when we turn over and examine these projects in their practical application we see real difficulties at all events in the initiation of the more radical of these proposals. If we assume that the amalgamation in the West has been complete, the French will have the more brilliant share in the commands, while, presuming that our Armies continue to grow, the time may come when the lion's share will pass to us. Even French logic might not allow our neighbours to accept the defence of France by British generals with unanimous enthusiasm. Incidentally also, the British G.H.Q. in the first case, and the French G.H.Q. in the second, would have to retire into private life.

But this is, let us say, a sentimental objection. The practical objection is much more serious. Every one acquainted with the character of modern lines of communication, and with the medical, supply, ordnance, remount, and scores of other services which form part of them, must surely allow that to organize the upkeep of scattered divisions by roads and railways crossing the main lines of communications of the French would be intolerably difficult and contrary to all sound principles of administration in the field.

Communications apart, would the command and the discipline of an amalgamated Anglo-French force be such an easy matter, and would not our present excellent relations suffer in case things did not go well in the field? One real source of trouble is the fact that so few of our leading statesmen and soldiers in England and France understand each other's language. We have systems of Staff work which are not identical. We do not fight our battles precisely in the same way. One measures in miles and pounds, and the other in kilometres and kilograms. We should probably need two sets of aviators, and many other duplicated arrangements, and, in short, each of us fights, marches, and billets after his manner. Conceive a British General in command of an amalgam during the bad days early in the war, or a French General in command of our people during the same stormy period. Would our good relations have survived the strain, and to whom would it have fallen to digger an unsuccessful chief? It would have been a field fruitful in differences, and it is much to suppose that tactical advantages would have been adequate compensation.

NATIONAL CHARACTERISTICS.

Moreover, another solid difficulty exists in the fact that each one of us, whether we admit it openly or not, considers rightly or wrongly that we are finer fellows than anybody else. We British think that we possess in our English, Scottish, Irish, and Welsh regiments, in our county regiments on the one side and in our town-made units

on the other, not to speak of the special characteristics of our Dominion troops, all the qualifications for undertaking every kind of operation, whether of defence or attack, on the earth and above it and below it. On the French side it is probably the same, for though we British always gave the French credit for extraordinary dash and brilliancy in the attack—and as we had fought some 22 wars with them, we were quite good judges—we never thoroughly grasped till this war the marvellous tenacity of our neighbours in the defence and the steadiness of France under a supreme trial. We are each of us, in our own opinions at least, possessed of the necessary qualities in our own people for waging war, and secretly we both believe that no one can stand up against us. Should we then really profit by amalgamation? Who shall say?

THE EXCHANGE OF OFFICERS.

The more moderate view of amalgamation which only aims at the strengthening of operations, staffs, and artillery by the interchange of good professional officers has a great deal more to be said for it, and there are many who would willingly accept the principle. But do the French need British staff officers to help them draft operation orders, or British gunners to teach them how to shoot? Who can affirm it? If they do not, then it is the British staff and artillery that want coaching, and here once more we are up against the insular prejudice of the Briton which induces him to believe that he is better than anybody else, or that if he is not he soon will be.

We have been for more than two years in the field in a hard school, and our staffs and artillery have learnt a lot. There is scarcely a complaint to be made of the staff work now, and the German wails about our artillery, which recur in General von Armin's remarkable examination of conscience, are sufficient tribute to it. We have picked things up, and if only the Germans will be obliging enough to hold out for another year or two they will have made our armies in all respects second to none. Naturally, our field-guns are more proficient than the heavies, because the latter, on their present scale, are comparatively an innovation; but they, too, will come along when they have had enough practice in *corpo vite*, and it is no good pretending that they hanker to be coached, except by officers of the Royal Regiment. If imitation is the sincerest form of flattery, then we have flattered our gallant Allies by copying them in many things. They, too, have come to our bombing schools, and have adapted from us many improvements. This seems the best way for us both to advance harmoniously together along the path of progress, and it has the advantage of retaining for each Army the special characteristics which belong to it, and have distinguished it throughout the ages. Both armies are now hard as nails. Amalgam is a word which, traced to its origin, means something soft, and the origin is Greek, and everything Greek is out of favour just now. Surely, our two armies would do best to remain as they are, even with the defects inherent in our special qualities. We both take from the other, and, on the whole, we shall both do best to rub along as we are, remembering the wise proverb that the best is the enemy of good.

HONGKONG POLICE RESERVE.

GOOD CONDUCT MEDAL.

His Excellency the Officer Administering the Government has been pleased to grant a Medal, 4th Class, to P.C. 803 Samy, of the Police Reserve, for his plucky and praiseworthy conduct in effecting the arrest of a man who with others had committed an armed robbery at No. 3, Keswick Street on October 26th last.

COMMENDATION.

Farrier-Sergeant 740 E. F. Scull, Mounted Police, is commended by the Captain Superintendent of Police for his action in connection with the arrest of a man who with others had committed an armed robbery at No. 3, Keswick Street, Wanchai, on the 26th October last.

PARADES—CENTRAL STATION, 5.30 P.M.

Thursday, December 7th:—Nos. 3 and 4 Companies. Also Ambulance Platoon, Friday, December 8th:—Nos. 1, 3 and 4 Sections of No. 1 Company.

Monday, December 11th:—All Recruits. Tuesday, December 12th:—Nos. 3 and 4 Companies.

Wednesday, December 13th:—All Recruits.

Thursday, December 14th:—No. 2 Company and Ambulance Platoon.

Friday, December 15th:—No. 2 Platoon. POLICE STATION—5.30 P.M.

Friday, December 8th:—Class III. (Inspector Gerrard).

Monday, December 11th:—Class II. (Inspector Gerrard).

Tuesday, December 12th:—Class I. (Chief Inspector Kerr).

Wednesday, December 13th:—Class III. (Inspector Gerrard).

Thursday, December 14th:—Class IV. (Inspector P. O'Sullivan).

JOINED.

No. 1 Co.—No. 4 Section, M. Azim. No. 2 Co.—No. 8 Section, J. M. Cordeiro. (Sd.) F. C. JENKIN, D.S.P. (R.).

MACKENSEN'S ASSISTANT.

The latest German military hero is a certain General Tappen, who was mentioned a few days ago in a German official report as Mackensen's Chief of the General Staff in the Dobruja. Like the now famous Ludendorff, Tappen was before the war an unknown lieutenant-colonel attached to the Great General Staff. He joined the General Staff in the field, and in June, 1915, was promoted to the rank of major-general as a reward for his services in Galicia. The semi-official papers are now freely advertising General Tappen, and declaring that his name "will shine brilliantly when the history is written of the battles on the coast of the Black Sea."

SEQUEL TO SHIP'S FIRE. INQUIRY INTO "POLAVEN" OUTBREAK.

The inquiry was resumed at the Hongkong Marine Court yesterday into the cause of the fire which occurred on the s.s. *Polaven* when at Kowloon docks on November 2nd.

The Court was composed of Commander Beckwith, R.N., Commander Gibson, R.N., Capt. Walker (s.s. *Kiangtung*) and Mr. Macdonald (Government Marine Surveyor).

At the outset Mr. Looker (for the Hongkong and Whampoa Dock Company) said he had gone into the evidence, and from what he had discovered it seemed to him that amongst the members of the Court should be someone of engineering experience. Therefore, he was going to suggest that the Court should adjourn to enable somebody connected with engineering to be appointed to the Court.

Comm. Beckwith said he anticipated such an application, and the Government Marine Surveyor had been appointed by the Government to form one of the Court.

Mr. H. J. Heck, answering Mr. F. C. Jenkin (representing the Asiatic Petroleum Company, owners of the vessel), said he was 4th engineer on the *Polaven*, and was on board when the fire occurred. This was when the vessel was alongside the wharf of the Kowloon docks. Witness had been employed on the *Polaven* for thirteen months, and therefore knew the geography of the engine-room. At the time the ship, as far as he knew, was in the hands of the dock company for repairs. There were Chinese workmen, and they were under the supervision of Mr. Forsyth, of the dock company. On November 2nd he reached the *Polaven* about 7.30 a.m., and, changing into a boiler suit, went down to the engine-room, where he saw some Chinese workmen employed on the fan engines and the cylinders. The men engaged on the engine fans were working by candle light. Whilst in the engine-room, and he was there for a quarter of an hour, he saw no signs of fire. Subsequently an Eurasian watchman, in the employ of the dock company came to him and made a report to the effect that there was a fire in the engine-room of the vessel. As a result of this report he went to the door of the steering-room, from where he could see into the engine-room. He saw flames in the region of the fan casings, the flames being fairly fierce. He saw no fire anywhere else; neither did he see any workmen. Witness despatched the watchman for Mr. Neave, the superintendent of the dock company. The store-room, added witness, contained from five to six cases of oil, or about 300 gallons. From the position he was in he would have been able to have seen a fire in the store-room if it were in the lower area, but he did not see any flames. The dimensions of the fire were about two or three feet around the shaft; there was very little smoke.

Answering Mr. Looker, witness said he need not have seen any Chinese leaving the engine-room when he was looking at the fire; they could have got out by way of the stokehold in a few seconds, without being "nippy." Witness passed the fan when he went down into the engine-room, and there were then two or three workmen engaged on it. He was quite sure there was no electric light bulb immediately over the fan. There was no electric light in the engine-room, but it was on the port side. This light may have been shifted to the vicinity of the fans, but if it was there it was not illuminated. Witness said he used to carry a candle about in the engine-room; it was the usual thing to do. He did not inform anyone connected with the dock company that there was oil in the store-room cans. Above the store-room was a coal-bunker containing about 500 tons of coal, which he thought was Welsh coal, and was, he thought, taken in at Malta under two months previous to the outbreak of the fire. It was probable that there was coal in the bunker previous to the *Malta* supply being added. In addition to the 300 gallons of oil, they also had some kerosene, having taken in 30 gallons at Perim. There was about three feet between the top of the store-room and the bottom of the coal-bunker. There was also a supply of new cotton waste in a tank in the store-room.

Repeating to Commander Beckwith, witness said that after he had gone to look for Mr. Neave he went towards the engine-room, but was unable to go down owing to the smoke and flames. Water was first played on the flames three-quarters of an hour after he had given the alarm. He could not say whether there were any dock hoses on the wharf; he supposed there were. Nothing was done to the ventilators before the arrival of the late Captain of the *Polaven*.

At this point Mr. Looker entered a protest. He said that in view of the questions he must remind the Court that its sole function was to inquire into the causes and origin of the fire. He was not prepared with any evidence with regard to the steps taken, and he objected to the Court entering with any determination as to what steps were or were not taken to put out the fire. That was outside the scope of the inquiry, and he would ask for a formal decision on the point if it were necessary, before he went further. It was not an ordinary fire on a ship at sea, and inasmuch as the cause might hereafter be decided by a jury he thought it was improper for that Court—and he used the word improper in the strongest terms to question on those lines.

Comm. Beckwith—Then I fail to see what the Court is here for unless we are to find out the cause of the fire.

Mr. Looker—You are here to inquire into the cause and origin of the fire, and you are not to attempt to go further. I think it is outside the power and function of the Court to determine a question affecting other people's rights, however useful they might think it. This Court is bound by its function, and that sole function is to inquire into the cause and origin of the fire.

Frank W. Richardson, an apprentice in the Kowloon Dock Company, said he was given the job to take away gear which might be stolen from the *Polaven*. He was assisted by another person named Coolho. A fortnight before the fire he went into the engine-room of the vessel, having a candle as illuminant. The store-room door, he noticed, was open. He saw a tank three-quarters full of cotton waste; mixed waste, new and old. Near the tank was a bench which was filthy and greasy. A week later he was again in the engine-room, and the contents of the room were the same as before.

By Mr. Jenkin—He did not think candles were dangerous in an engine-room if they were properly and carefully used. He thought it was an extraordinary thing to have a fire on the boat. He had not formed any opinion about the cause; it may have been due to carelessness.

Alfred Tucker, head watchman at the docks, said that when the alarm was raised he turned out the coolies with the fire hose, and ran towards the ship. A lot of smoke was coming from the engine-room, but he could not locate the fire. There had been watchmen on board and in the engine-room.

A Chinese fitter, who was on board the boat, with two other Chinese, for the purpose of disconnecting the fan-engine, denied that candles were used for this purpose.

Replying to Mr. Jenkin, this witness said he did not know if there were a lot of candle ends in the engine-room.

Another Chinese who was working on board, said that when the fire broke out he heard a loud explosion, like a bomb, proceed from the store-room. Smoke came out thickly from the engine-room directly after the explosion.

Mr. Looker remarked that the inquiry was for ascertaining the cause of the fire, and it could not possibly be conducive to that object to discover whether or not a man came up before or after the fire. His friend's sole object seemed to be to saddle him (Mr. Looker) with the responsibility for the fire.

Mr. Jenkin—Yes, and my friend's object is to keep it from us by putting men up to tell lies about fetching spanners and so forth.

A third fitter spoke to hearing a "noise like a bomb" proceed from the store-room, when he was engaged on the fan-engine. Flames, the height of a man, came from the store-room, and some of the flames "fell on top of him"; in the shape of pieces of wood. The wood fell from the store-room, and was freshly lit, and there was also a strong smell of kerosene. The fire, he added, was a very fierce one.

The hearing was adjourned until Friday at 10.30 a.m.

SMALL-POX IN HONGKONG. FORTY-FOUR DISEASED PEOPLE DUMPED IN THE STREETS.

There were five cases before Mr. C. D. Melbourne, at the Hongkong Magistracy yesterday, in which Chinese were charged with concealing people suffering from small-pox.

Mr. D. W. Tratman (Head of the Sanitary Department) appeared to prosecute, and all the defendants pleaded ignorance of the law.

Dr. McKenny spoke to making the certificates in each case, showing that the people found were suffering from small-pox.

Inspector Taylor, of the Sanitary Department, said the infected subjects were children in every case except one, this being a married woman.

Dr. Woodman, speaking as to the prevalence of small-pox in the western district, said that during the last month there had been 93 cases of small-pox, of which 44 were found dumped in the street and 23 more were only reported after death. Sixty-five of these cases came from the area in which the defendants lived.

Defendants all denied knowledge of the fact that they had to report the cases, some saying they had only been in the Colony for a short time.

Mr. Tratman said the evidence of Dr. Woodman showed that the cases were about as bad as they could possibly be. There were a great number of dumped cases, and it was impossible to cope with an epidemic if it were kept secret in this fashion. Had it not been for more or less accidental visits, all these cases would have still been spreading infection.

The fifth defendant, who was apparently a wealthy man, was fined \$50—the maximum penalty—and the others were fined \$25 each.

HONGKONG MAGISTRACY.

THEFT OF A BASKET.

Sentence of six weeks' hard labour was passed upon a Chinese charged with the theft of a basket which contained \$27 and some clothing. The basket belonged to a man who was about to leave for Canton.

IRON.

Two Chinese were charged with being in unlawful possession of a quantity of pig-iron. One of the men was discharged, and the other was fined \$10, with the alternative of fourteen days' imprisonment.

BANISHEE'S PEPPER.

A Chinese was charged before Mr. C. D. Melbourne, with possessing pepper for an unlawful purpose, he being found in Robinson Road. On this charge he was discharged, but as it was proved that the man had been previously banished and for returning he was sentenced to twelve months' hard labour and four hours' stocks.

CORRESPONDENCE.

[We have received, for favour of publication, a letter signed "A Loyal Portuguese," protesting against some comments passed by one of our correspondents upon the decision of the Portuguese Government to establish a Portuguese school in Hongkong. We would point out to our correspondent that his protest ought properly to be addressed to the paper to whose comments he takes exception. By following that rule he will be able to reach precisely the same community that read those comments. We mention this because the practice appears to be very general in Hongkong of using the columns of one newspaper to attack opinions expressed in another. The idea prevails, apparently, that the editors of the papers here are not fair-minded enough to publish criticisms of the views expressed in their journals either by themselves or their correspondents. On behalf of the Press we resent this aspersion. Readers' opinions are always welcomed so long as they are free from abuse.—Ed. H.D.P.]

VALUABLE INACCURACY.

Pat was a witty young recruit, who was taking instruction in marksmanship. The squad had finished firing. Pat was brought to task for his poor shooting, and told that he must do better at the next distance; there were to be seven rounds of quick firing.

"Now, Pat," the sergeant told him, "fire at target No. 5." Pat banged away, and hit target No. 4 seven times in succession.

"What target did you aim at?" asked the irate officer.
"No. 5, sir," answered Pat.
"And you have hit No. 4 every time."
"Bedad, sir," retorted Pat, "that would be a grand thing in war. Sure, I might aim at a private and hit a gin'ral!"

SPORT.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The results of the second of the series of Club Championship Races for the Handicap, One Design, and Heyward Hays and Guel Classes are as follows:

HANDICAP CLASS.
Course:—Channel Rocks (P) Kowloon Rock (P) Mark Boat on Starting Line (P) Channel Rocks (P) Kowloon Rock (P). Distance 8½ miles.

Yacht	Handicap on Course	Finishing Time	Corrected Time
Dione	Scratch	4 01 15	4 00 33
Rolla	1 25	4 01 39	3 59 34
Jessica	2 50	4 03 43	4 00 51
Aileen	5 40	4 07 19	4 01 39
Colleen	5 40	4 07 30	4 01 56
Buccaneer	7 05	4 40 24	4 43 19

Position Points for race Points to date

(1) Jessica	8	13
(2) Rolla	6	14
(3) Aileen	5	5
(4) Colleen	4	8
(5) Kathleen	3	2
(6) Buccaneer	2	6
— Dione	0	0

ONE DESIGN CLASS.

Course:—Lymun Beacon (P) Kowloon Rock (P) Mark Boat in Quarry Bay (S). Distance 8 miles.

Yacht	Handicap on Course	Finishing Time	Corrected Time
Aileen	Scratch	4 34 39	4 34 39
Bonita	"	4 55 34	4 55 34
Daphne	"	4 58 58	4 58 58
Haleyson	"	4 40 39	4 40 39

Position Points for race Points to date

(1) Daphne	5	10
(2) Aileen	3	5
(3) Haleyson	2	5
(4) Bonita	1	2

HEYWARD HAYS AND GUEL CLASS.

Course:—Lymun Beacon (P) Kowloon Rock (P) Mark Boat in Quarry Bay (S). Distance 8 miles.

Yacht	Handicap on Course	Finishing Time	Corrected Time
Lysbeth	Scratch	4 54 21	4 54 21
Owl	"	D.N.S.	D.N.S.
Dawn	"	D.N.S.	D.N.S.
Lady Ursula	"	5 13 05	5 13 45
Thecla	overs 40	5 13 55	5 12 15
Toinette	40	5 25 20	5 24 49

Position Points for race Points to date

(1) Lysbeth	8	14
(2) Dawn	6	11
(3) Thecla	5	9
(4) Tabueta	4	12
(5) Toinette	3	6
— Owl	—	—
— Lady Ursula	—	—

ENGLISH RIG.

Course:—Hongkong Island (Starboard). Distance 24 miles.

Yacht	Handicap on Course	Finishing Time	Corrected Time
Miranda	Scratch	4 11 35	4 03 35
Oonone	8 00	5 17 38	5 09 38
Scotengden	8 00	5 17 38	5 09 38
Dorothy II	28 00	6 25 46	6 27 46
Lady Godiva	36 00	D.N.S.	D.N.S.

Position Points for race Points to date

(1) Dorothy II	6	6
(2) Oonone	4	4
(3) Scotengden	3	3
— Miranda	—	—
— Lady Godiva	—	—

ASSOCIATION FOOTBALL.

2ND DIVISION.

83rd COY. R.G.A. v. STAFF AND DEPARTMENTS.

The gunners were distinctly unlucky to lose this match, which took place on the Navy Ground, yesterday, but their "goalie" let them down very badly. The Staff were set to face a rather strong sun, and went straight down to their objective from the kick-off, but May put the ball behind. The 83rd Coy. quickly brought it to the other end, from the goal kick, and Pritchard was called upon to save, which he did, by kicking clear. Steele tried a shot for the Staff but Rossiter saved, and the gunners got to the other end in fine style, where Clutterbuck had hard lines, just heading the ball over. The Artillerymen were now pressing very hard, and had a couple of good chances to open the scoring, but while they were muddling in the goal mouth, Pritchard rose to the occasion and cleared well. Darriott opened the scoring for the Staff with a good shot, but one which the custodian should undoubtedly have saved. It appeared to be going straight towards him, when he lifted his leg and let it pass underneath. The second goal, which also fell to Darriott, was an even more unsatisfactory one, the ball being shot weakly towards the side, where it appeared to curl round the post into goal, with Rossiter standing watching it. There was no further scoring before the whistle sounded for the interval.

The play was fast in the second half, the ball travelling from end to end very quickly. Darriott for the Staff, at centre forward, played a fine forcing game, and was ably assisted by Davies who made him some splendid openings for him. The only goal in this half went to the gunners, Small scoring with a very neat shot. Result—Staff and Departments 2, 83rd Coy. R.G.A. 1.

Referee—Mr. Wright.

CLUB v. NAVY.

To be played on the Club Ground on Saturday, kick-off at 4 p.m. Club:—Goldenberg, Black and McCubbin; Raiton, Stewart and Rodger; Robinson, McTavish, Smith, Chasels and Stalker.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST ARRIVED

A SPLENDID SELECTION OF

EIDER DOWN QUILTS.

THIS DESIGN IS ONE OF MANY

SIZE 6'0" x 5'0"

HIGH

CLASS

WORK.

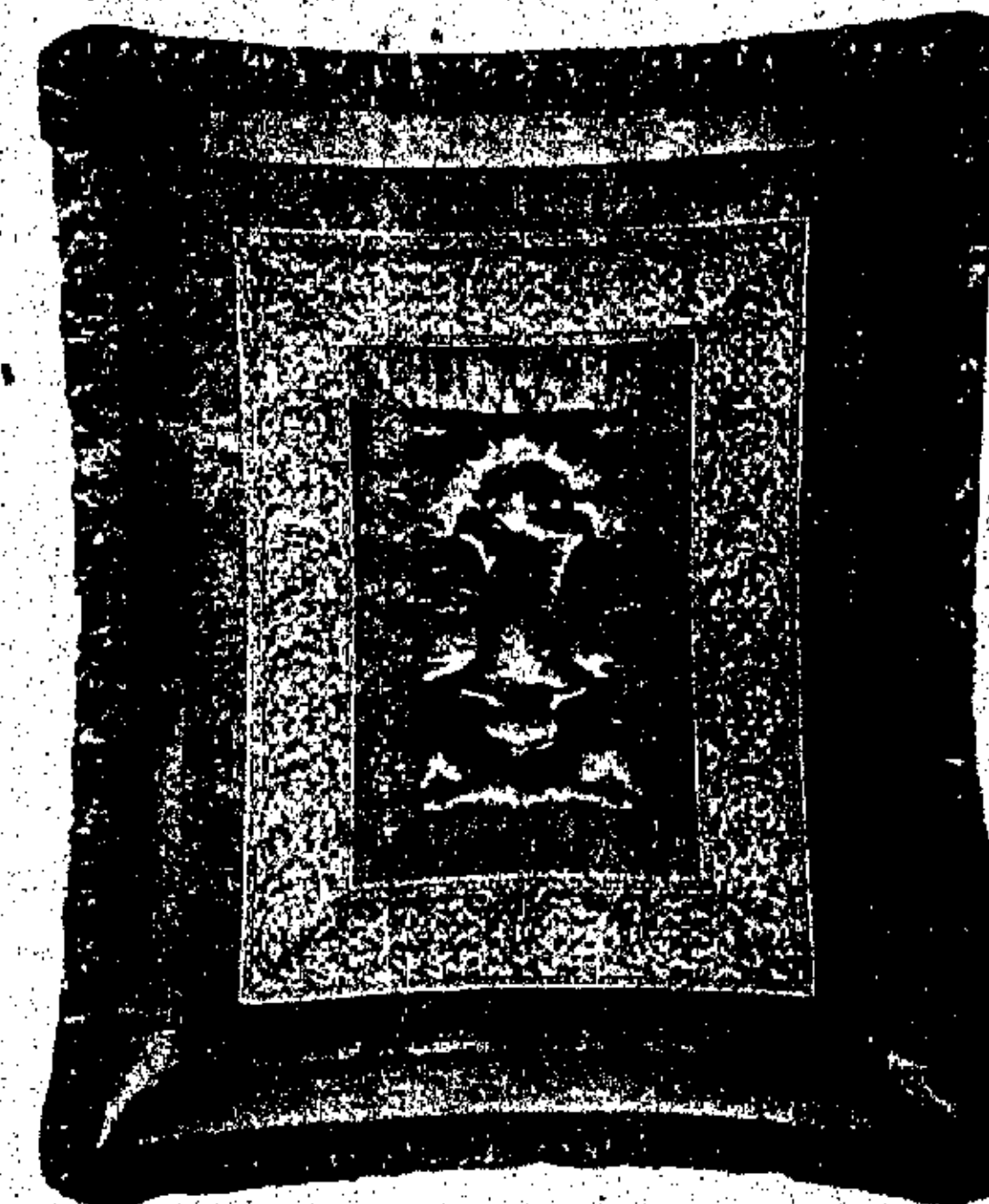
PRICE

\$75.00

HIGHEST

GRADE

MATERIALS.



FRILLED

ROSE

SATIN,

PRICE

\$75.00

TAPESTRY

PANELS.

GOFFERED

BORDER.

WE HAVE OTHER BEAUTIFUL DESIGNS AND COLOURINGS TO SELECT FROM

PRICES \$17.50 TO \$75.00

ALSO A NICE RANGE OF COT QUILTS.

LANE, CRAWFORD & CO.

ISHERWOOD CIGARETTES.

HAND-MADE IN CAIRO.

No. 3, Large Size

"First Quality"

\$4.50 per tin

of 100 or \$2.30

per tin of 50

Duty Paid.

The most

popular

Egyptian.



Finest and

Choicest

Egyptian

Cigarette.

Stand foremost

in the opinion

of all

Connoisseurs.

Obtainable at:

HONGKONG CIGAR STORE

GRAND-EGYPTIAN TOBACCO STORE

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KELLY & WALSH, LTD.

LANE, CRAWFORD & Co.

A. S. WATSON & Co.

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Wm. Powell Ltd
TELEPHONE 348

INEXPENSIVE

SEAMLESS ART CARPET

SQUARES.

BLANKETS.

DOWN QUILTS.

WINTER CURTAINS

1917

NEW ADVERTISEMENTS

WANTED.

YOUNG BRITISH ELECTRICAL ENGINEER as Assistant Salesman for English Manufacturing Firm. State briefly age and experience. Good prospects for suitable man.

Apply to—
"ENGINEER,"
Care of "Daily Press" Office.
[1439]

NOTICE.

THE MITSUBISHI RUSSIAN KAISHA'S Steamship "TOKAI MARU" will be despatched by the TOYO KISEN KAISHA for Japan, Honolulu, San Francisco, Mexico and Central and South American Ports on FRIDAY, the 10th January, at Noon.
For information regarding freight, etc., kindly apply to the undersigned.
T. DAIGO, Agent,
TOYO KISEN KAISHA,
Hongkong. [1440]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of Messrs. SHEWAN, TOMES & Co., the General Managers of the Company, St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on FRIDAY, the Fifteenth day of December, 1916, at twelve o'clock noon, for the purpose of considering and, if thought fit, passing an Extraordinary Resolution the following Resolutions, that is to say:

- (1) That the capital of the Company be reduced from \$4,000,000 (Four Million Dollars) divided into 400,000 (Four Hundred Thousand) Shares of \$10 (Ten Dollars) each to \$3,000,000 (Three Million Dollars) divided into 400,000 (Four Hundred Thousand) Shares of \$7.50 (Seven Dollars and Fifty Cents) each, and that such reduction be effected by returning to the holders of the 400,000 (Four Hundred Thousand) Shares that have been issued paid-up capital to the extent of \$250 (Two Dollars and Fifty Cents) per Share and by reducing the nominal amount of each of the said Shares from \$10 (Ten Dollars) to \$7.50 (Seven Dollars and Fifty Cents) each.
- (2) That application be made to the Supreme Court of Hongkong to confirm the reduction of the capital of the Company in conformity with the foregoing Resolution. Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this Fifth day of December, 1916.
By Order of the Board,
SHEWAN, TOMES & Co.,
General Managers. [1441]

BUME & REIF.

IT IS HEREBY NOTIFIED that M. BERTHOLD REIF will no longer use the Firm name of BUME & REIF, but will carry on Business in future under his own name.
G.B.B. LIVINGSTON & Co.,
Agents.
Hongkong, 5th December, 1916. [1434]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE for Four Shares, No. 3389/3392 of the Original Denomination of \$500.00 per Share, in this Company, standing in the name of MRS. ALEXIS IVANOFF (since deceased), of Hankow, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate for the equivalent thereof in the present denomination will be issued by the Company and thereafter no other will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, 17th November, 1916. [1391]

G. R.

SANITARY BOARD OFFICE, HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of the Colony, occupied by Members of the said family, except those within the European Reservation or in Kowloon south of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the owner should be limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Beams in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.
The Backyard must have its containing Walls limewashed up to the level of the First Floor.
Carved, Painted or Polished Woodwork in good condition, however, need not be limewashed, but must be Cleaned.
The word "Limewash" means a solution of CHLORIDE of Lime in water of buildings in these Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th December, 1916.

Those whose applications will be in the absolute discretion of the President.
The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North and through the Yuenai Service reservoir to the Northern Boundary of Kowloon.
Dated this 1st day of December, 1916.
W. BOWEN ROWLANDS,
Secretary. [1430]

INTIMATIONS

THE NATIONAL MISSION.

TO-DAY (THURSDAY):

10.15 A.M.—Service in the Cathedral.
3.00 P.M.—Meeting for Women. Quarry Bay.
6.00 P.M.—Men Only. City Hall.

Subject: "Why Should Men Lead a Moral Life?"

TO-MORROW (FRIDAY):

7.45 A.M.—Holy Communion. Cathedral.
10.15 A.M.—Service in the Cathedral.
5.00 P.M.—Service in the Cathedral.
6.00 P.M.—Men Only. City Hall.
Subject: "Why Should Men Pray?" [1388]

"KISMET"

A.D.C. Production
on behalf of the
"STAR AND GARTER FUND"
for Soldiers and Sailors totally
disabled in the War.

GALA NIGHT—FRIDAY, DEC. 15th.
SECOND NIGHT—SATURDAY, 16th.
THIRD NIGHT—MONDAY, 18th.
M A T I N E—WED'DAY, 20th.

PRICES:
Gala Night—Centre Dress Circle Seats \$10
and all remaining Seats \$5.
The Seats for the following nights are:—
Dress Circle ... \$4.
Stalls ... 3.
Pit ... 1.
Soldiers and Sailors in uniform Half-Price. [1394]

SECOND 5½ RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 for \$bils. 3,000,000,000.

THE Subscription to the above LOAN will be opened from 14th November to 26th December, 1916.
The price of issue is 95 per cent.
The Loan is entirely free of Income Tax and other taxation.
The Loan is redeemable at par on 14th October, 1926, without option for the Russian Government to convert it at an earlier date.
Coupons are payable half-yearly on the 14th April and 14th October.
As interest on the above Loan runs from 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.
The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.
Special favourable rates will be quoted for Russian Exchange.
Payment may also be made in Roubles.
Applications will be wired to Petrograd free of telegraphic charges and commission.
40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.
The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.
[1359]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of December, 1916, at 9 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One HIS EXCELLENCY LAND at Wanchai Gap Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality	Boundary Measurements (Approximate)	Contents	Sum of Rent	Upper Price
1	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
2	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
3	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
4	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
5	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
6	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
7	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
8	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
9	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000
10	Wanchai Gap Road	100 feet by 100 feet	15,000 sq. ft. (about)	15,000	100,000

FOR SALE.

ONE 104 B.H.P. HORNSBY ACKEROYD OIL ENGINE complete with and coupled direct to one 8 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with about regulator.
Also—
ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINTHARD & DAVIS,
Alexandra Buildings. [134]

HOUSES TO LET

TO LET.

N^o. 1, CANTON VILLAS, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
[1324]

TO LET.

N^o. 42, ELGIN STREET.
Apply to—
FERCY SMITH, SETH & FLEMING.
[1325]

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.
Apply—
H. E. FOLLOCK,
Princes' Buildings.
[1319]

TO LET.

A HOUSE, at Observatory Villas, Kowloon, with Tennis Court.
Apply—
ARATOUN V. APCAR & Co.,
14, Des Voeux Road Central.
[1316]

TO LET.

From 1st November next
FLATS in "EWO MESS," No. 8, THE
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
[1035]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to—
Care of "Daily Press" Office.
[140]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Building.
Apply to—
SHEWAN, TOMES & Co.
[616]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[632]

TO LET.

OFFICES at 2, Connaught Road Central.
OFFICES in King's and York Buildings.
HOUSES in Clifton Gardens, Connaught Road.
HOUSES in Broadwood and Moreton Terraces.
No. 21, WONG NEI CHONG ROAD.
HOUSES on Shameson, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
[132]

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TO LET OR FOR SALE.

KOWLOON MARINE LOT 48 with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings.
[1371]

WANTED.

EUROPEAN ASSISTANT for Local Shipping Office, previous experience essential.
Apply—
Box No. 1,
Care of "Daily Press" Office.
[1426]

WANTED.

TWO MARINE ENGINEERS with Shop experience to Act as Workshop Foremen, also a FOREMAN MARINE BOILER-MAKER and a FOREMAN SHIP PLATER to take up duties in Shanghai. Address all communications to—
"Z. Y. X."
Care of "Daily Press" Office.
[1427]

WANTED.

ENGINEER, B.E., abetainer, for Harbour or Shop. Apply in own writing with copy refs., stating age and salary required to—
W. S. BAILEY & Co., Ltd.,
Kowloon.
[1345]

JUST RECEIVED.

A Large and New Consignment of ORIENTAL SATINS, GEORGETTES, CREPES, FERMANS PLAIN and FLOWERED CREPES, INDIAN CARPETS and Rugs.
An inspection is earnestly solicited.
D. CHELLARAM,
28 and 40, Queen's Road Central.
[1438]

BRITISH MUNICIPAL COUNCILS, TIENTSIN, NORTH CHINA.

THE COUNCILS are prepared to receive applications from British Subjects for the post of MUNICIPAL ENGINEER.
Candidates will be required to pass a medical examination as to their fitness for the position.
Applications should state age, qualifications, salary required, etc., and should be forwarded, together with copies of testimonials and particulars of previous employment, to the Under-Signed on or before 31st December, 1916.
By Order,
J. R. LYNES,
Secretary.
Councils' Offices,
Tientsin, 5th November, 1916. [1394]

INTIMATION

GILBEY'S SPEY-ROYAL

SCOTCH WHISKY.

Is Guaranteed

to be made from Pure Malted

Barley in a Pot Still.

10 YEARS OLD.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 816.

BIRTH.

TURNER.—At the Hongkong and Shanghai Bank, Hongkong, on December 1st, the wife of W. C. D. TURNER, of a son.

DEATH.

HUNT.—On November 26th, at the Isolation Hospital, Shanghai, J. W. HUNT, aged 28, late of the British-American Tobacco Co., Ltd.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 7th DECEMBER, 1916.

THE POLITICAL CRISIS.

As far as it is possible to judge from the meagre information available, it appears very probable that the Cabinet crisis, culminating in the resignation of Mr. Lloyd George and then of Mr. Asquith, may be attributed in large measure to the highly unsatisfactory position of affairs prevailing in Roumania. The slow progress of the submarine campaign may also be contributory causes. There seems to be no doubt that the British people are discontented with the trend of military operations. They have willingly made every sacrifice which has been demanded of them during more than two years, and they have been buoyed up with the hope that at last the tide, which was running so strongly against them in the autumn of 1914, had turned, and that the Allies, on one front or the other, were within measurable distance of a decisive victory. Instead, there has been a position almost approaching stalemate in both the East and the West for some time past, and the climax has been reached in the failure to prevent the invasion of Roumania. There is no weakening in our resolve to win the war; our confidence in ultimate victory is unshaken and absolutely unshakable, but there has been a steadily growing feeling that the fullest and best use has not been made of all the immense resources at our command. Whether the Government, as a whole, or individual members of the Cabinet only, are to blame for this failure it is difficult to decide.

It has been argued—and not, perhaps, without some show of reason—that the present size of the War Council precludes the possibility of taking action with the rapidity which the circumstances demand. The divergence of opinions amongst the members inevitably and in compromise, and compromises at this juncture are anathema to the British public. At any rate, it appears that the formation of a smaller Council, with practically unlimited powers, is the particular rock upon which the Cabinet has split. Mr. Asquith, the cold, calculating unemotional statesman, in whom, we believe, the bulk of the people placed unbounded confidence, agreed to a reduction of the number, but insisted, as was natural, upon his right to act as Chairman. His chief opponent—Mr. Lloyd George—who is credited with having formulated a plan, which was discarded, for rendering assistance to Roumania—was determined that Mr. Asquith should have no place in the Council but should retain merely the right of veto upon its decisions—a nebulous kind of position carrying with it tremendous responsibility but very little real power. It is not surprising that this plan proved unacceptable to the Premier. Mr. Lloyd George consequently resigned. As he is the statesman who, rightly or wrongly, is credited with the power of "getting things done," and has a tremendous following in the country, the impossibility of leading the Government against his opposition was evidently recognised by Mr. Asquith, who almost immediately afterwards placed his resignation in the hands of the King.

Mr. ASQUITH, who is 84 years of age, has been a member of the House of Commons for thirty years. He was Home Secretary from 1892-5 in the Gladstone and Rosebery Administrations, Chancellor of the Exchequer from 1905-8 in Sir Henry Campbell-Bannerman's government, and has been Prime Minister continuously since 1908. He is generally regarded as an eminently "sound" man and one who is, above all else, loyal to his colleagues. Mr. Lloyd George has been a member of the House of Commons since 1890. In Sir Henry Campbell-Bannerman's Ministry he occupied the position of President of the Board of Trade. When Mr. Asquith was called upon to lead the Government, he accepted office as Chancellor of the Exchequer. This position he held at the outbreak of hostilities, and he won the admiration even of those who had formerly been most bitterly opposed to him by his masterly handling of the financial situation. Cutting himself adrift from all precedent, he enlisted the assistance of the business experts of the City in formulating measures to meet the new and unparalleled situation. When the new Ministry of Munitions was formed in May, 1915, following the disclosures regarding the shortage of high explosives, he was the man to whom the nation instinctively turned to direct its activities. Upon the death of Lord Kitchener, he succeeded to the control of the War Office. No one has had a more strenuous political career. A few years ago he was renowned for his vigorous denunciation of the monied classes and there was, perhaps, no one more bitterly excoriated by the aristocracy. He has thrown himself into war-work, however, with that energy which seems to be his outstanding characteristic, and while he has alienated some of his former political friends, he has secured the support of all those influential organs of public opinion which formerly condemned him in such unmeasured terms. Whatever the verdict of history may be upon his abilities as a statesman, there is no doubt that his magnetic personality and persuasive eloquence has enabled him to tower above his colleagues in public opinion in this great crisis.

Mr. BONAR LAW has been summoned by the King to reconstruct the Government, and it will probably be found that the new Cabinet will contain most of the Unionist leaders, together with Mr. Lloyd George, and possibly an additional representative of Labour. Sir EDWARD CARSON will almost certainly be given a portfolio. The chances of such a Government securing the confidence of the country will depend largely upon the course of military operations and upon the attitude adopted by Mr. Asquith and those who are said to support him, including VISCOUNT GREY. If they should form themselves into an Opposition and become such unsparing critics of the Government's policy as Sir EDWARD CARSON has been since his resignation from the Coalition Cabinet, Mr. BONAR LAW's task will not be an enviable one. His only experience of office has been as Colonial Secretary since the formation of the Coalition Government. He first came into prominence as a Tariff Reformer and was chosen as leader of the Unionists after the resignation of Mr. Balfour, when it appeared possible that the rival claims of Mr. WATTS LANE and Mr. CHAMBERLAIN to the position would lead to the breaking up of the Party. Mr. BONAR LAW has been a successful business man, but he has yet to show himself the possessor of those qualifications which will enable him to succeed where Mr. ASQUITH is presumed to have failed.

A mail for Europe via Siberia closes to-day at 3 p.m.

The departure of the str. *Venezuela* has been postponed from Saturday, the 9th inst., until Monday, the 11th inst., at noon.

The Pacific Mail steamer *Venezuela* arrived in Hongkong from San Francisco yesterday on her maiden voyage to the East.

Mr. J. A. de Almeida acknowledges with thanks a sum of \$32 on behalf of "Portuguese Red Cross Society" contributed by members of Catholic Union.

There will be no tennis at Mountain Lodge on Friday, on account of the Mission Service which is being held that day, but Lady May will be "At Home" as usual on the following Friday.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—Sir Robert Ho Tung, \$100; Ho Fook, \$25.

Meetings in connection with the National Mission to be held to-day include service in the Cathedral at 10.15 a.m.; meeting for Women at Quarry Bay, at 3 p.m., and a meeting for men only in the City Hall at 6 p.m., when the subject will be "Why should men lead a moral life?"

An Extraordinary General meeting of the Green Island Cement Co., Ltd., will be held at the offices of Messrs. Shewan, Tomes & Co., the General Managers, on Friday, December 16th, at noon, in order to consider the advisability of reducing the capital of the Company from four million to three million dollars.

Dr. A. S. Gomes, K.O.S.G., says the *Religiao e Patria*, has most generously presented a handsome gift of about \$10,000 (\$700 in Exchequer Bonds and 600 shares of the Tramway Company) to the Asilo de São Antonio, West Point, which he established in the beginning of this year in memory of his deceased wife, Mrs. Helena Brandao Gomes.

"Deferred" telegrams exchanged with the United Kingdom and North Europe via the Eastern service are still subject to heavy delay, but, repairs to one of the broken cables having been effected, such telegrams are now being disposed of by wire, as opportunity offers, instead of by post between Gibraltar and London, as previously notified.

Those who wish to attend the Gala Performance of "Kismet" on Friday, 16th inst., and who have not already secured seats, are advised to book without delay as there are only a few \$10-dress circle seats left. There are still \$5 seats to be had on the ground floor, which are excellently placed for witnessing a production of this kind.

The body of a Chinese chauffeur has been taken to the public mortuary. The deceased, who was in the employ of Mr. J. Walker, of the Dairy Farm Company, was attempting to turn the car "Ar" a cowlshed on Tuesday when the vehicle got off the road, and dashed down the hill-side, eventually stopping in a ravine about 100 yards below the road. The car was badly smashed and the driver was thrown out. When picked up later, it was found that the chauffeur was dead.

The leading Chinese in this Colony are getting up a series of Chinese theatrical performances at the Tai Ping Theatre to last four days and five nights, commencing from the evening of the 7th December, in aid of the War Charities Fund. A Committee, under the chairmanship of the Hon. Mr. Lau Chu-pak, is now busily engaged in making preparations. About 180 Chinese gentlemen have already given \$50 each, while some of them have, in addition, taken special boxes costing from \$200 to \$500 each. In view of the object of this undertaking, it is believed that the European community may like to give the performance their patronage. Those desiring to secure seats are requested to communicate early with Mr. Ip Lan-chuen, Secretary of the Chinese Chamber of Commerce, as most of the seats have been booked. The price of a reserved seat is \$10.

Admiral and Mrs. Winterhalter left Tientsin on November 28th for Nanking, where the Admiral joined his flagship, the *Brooklyn*. The whole of the American troops in Tientsin paraded on the Recreation Ground, where Colonel Hale (O.C.) with Admiral Winterhalter as guest of honour, received the review.

THE WAR.

THE POLITICAL CRISIS.

MR. ASQUITH AND MR. LLOYD GEORGE RESIGN.

PLIGHT OF ROUMANIANS.

SHOCKING GREEK BRUTALITY.

WAR AND BRITISH MEALS.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH POLITICAL CRISIS.

SENSATIONAL NEWS.

LONDON, December 6th.

The resignation of Mr. Asquith, and the summoning of Mr. Bonar Law, has caused a sensation in the Clubs, though there is little disposition to criticise from a partisan standpoint. It is generally hoped that Mr. Bonar Law will be able to form a strong and united Government which will command the support of the majority in the House of Commons, regardless of pre-war ties.

It is understood that the Unionist Ministers, after consulting with Mr. Bonar Law, intimated to Mr. Asquith that the changes proposed in the War Council were not acceptable.

THE NEW CABINET.

It is too early to discuss the probable personnel of the Cabinet, which will be based on consultations between Mr. Bonar Law and his Unionist colleagues, but it is believed that Mr. Lloyd George is willing to serve, and other Liberals are regarded as likely office holders.

THE NEW GOVERNMENT.

There were many conferences of Ministers yesterday prior to the announcement of the resignations.

Mr. Bonar Law conferred with his Unionist colleagues, and Lord Curzon acted as messenger to the conference between Mr. Asquith and the Liberal Ministers, and stated the Unionists view of Mr. Lloyd George's resignation. They also told Mr. Asquith that they would resign unless the Government did so.

It is generally assumed that the new Government will be predominantly Unionist, though Mr. Bonar Law will attempt to keep the Coalition Government in existence. Mr. Herbert Samuel and the Hon. Mr. S. Montagu are the only Liberals mentioned as likely to join the new Government. The *Daily News*, indeed, declares that the new Government will contain no Liberal except Mr. Lloyd George, though the Liberals will support it patriotically.

The papers agree that whoever is Premier will find it difficult to command the majority in the House of Commons, not merely because of Mr. Asquith's hold on the latter, but also because of the acute antagonism of the labour members to Mr. Lloyd George.

TALK OF AN ELECTION.

The Unionist papers are confident that in the event of an election the new National Government will secure a great victory, but the general feeling is that an election is unthinkable during war. Moreover, most of the electorate is fighting while the women are voteless.

The *Daily Chronicle* states that should Mr. Bonar Law decline to form a Government, the King might summon Mr. Lloyd George, who would doubtless endeavour to form a composite Government, and attempt to secure Nationalist support. Should neither succeed, the King will probably invite Mr. Asquith to reconstitute the Coalition Government. The same paper says that there were speculations yesterday that the King might call the party leaders and invite them to adjust their differences.

The *Daily Telegraph* states that it recognises that much will depend on the attitude of Mr. Asquith, but that it is convinced that, with his high sense of duty, he will not refuse a subordinate position in the new Government.

EARLIER CABLES.

RESIGNATION OF MR. LLOYD GEORGE.

LONDON, December 6th.

Mr. Lloyd George has resigned.

MR. ASQUITH RESIGNS.

LONDON, December 6th.

It is officially announced that Mr. Asquith has tendered his resignation.

LATER.

A *Court Circular* announces that the King has accepted Mr. Asquith's resignation.

MR. BONAR LAW.

LONDON, December 6th.

The King has summoned Mr. Bonar Law.

PRESS PORTENTS AND PROPHECIES.

LONDON, December 6th.

The *Morning Post* says that Mr. MacKenna's departure from the Treasury is regarded as settled.

The *Daily Graphic* says Mr. Lloyd George desires changes in the Foreign Office, Woolpack, Treasury and Admiralty. It is probable that Mr. Lloyd George will leave the War Office, where he has not found scope for his energies, but a Lloyd George Government is still regarded as impossible. There is a consensus of opinion in the papers that Mr. Balfour will leave the Admiralty, though not immediately.

MANCHESTER LIBERALS SUPPORT MR. ASQUITH.

A meeting of Manchester Liberals passed a vote of confidence in Mr. Asquith.

A LABOURIST VIEW.

Mr. Thomas, M.P., speaking at Kenilworth Town, declared that the Ministerial strikers ought to be stopped. The workers of the country would not tolerate a dictatorship. A continuance of the present agitations would split the country, and the Labour Party would enter the conflict determined to see justice done to Mr. Asquith.

REAL CAUSE OF THE CRISIS.

A correspondent in the *Star* asserts that the real cause of the crisis is a conflict between the Western and Eastern schools of strategy. Mr. Lloyd George favouring the latter's demand for an offensive from Salonika.

OTHER VIEWS.

The *Westminster Gazette* announces that Mr. Asquith definitely declined the proposal to form a War Council of which he would not be a member. The next move remains with Mr. Lloyd George. It is understood that Viscount Grey and most of the principal members of the Cabinet support Mr. Asquith.

The late evening papers are filled with conflicting rumours. Some announce simultaneously Mr. Lloyd George's resignation and Mr. Asquith's refusal to stand outside the War Council, indicating that the first is a sequel to the second. Others hope that resignations will ultimately be avoided. Mr. Asquith is labouring to retain Mr. Lloyd George, and the situation is therefore liable to modification.

MR. LLOYD GEORGE'S DEMANDS.

The *Westminster Gazette* states that Mr. Lloyd George demands a smaller War Council with practically unlimited powers, the Premier to be excluded and only have the right to veto decisions. Mr. Asquith approved of a smaller War Council, but held that the Premier must be Chairman thereof. He would rather resign than submit to any other arrangement. Mr. Asquith's decision is final.

LATEST CABLES.

RUSSO-PERSIAN FRIENDSHIP.

PETROGRAD, December 6th.

The Grand Duke Boris has presented the Shah with a silver vase from the Czar. At a luncheon, the Shah and the Grand Duke exchanged assurances as to the consolidation of Russo-Persian friendship.

The Grand Duke was enthusiastically received by the inhabitants of Teheran.

EARLIER CABLES.

BELGIAN DEPORTATIONS.

SWITZERLAND'S ATTITUDE.

BERNE, December 6th.

The Federal Council has rejected resolutions passed by the Cantonal Councils protesting against the Franco-Belgian deportations, because they would involve an investigation which was not within Switzerland's province. The Council mentions that during the war the Central Powers had addressed 37, and the *Entente* 48 protests against violations of international law.

WHAT HOLLAND THINKS.

THE HAGUE, December 6th.

The Foreign Minister, replying to questions in the Chamber regarding Belgian deportations, said the Government had written the German Government expressing the view that the deportations were opposed to the principle and spirit of international law. The Government would have refrained from taking steps in the matter but for the responsibility attaching to the Government with regard to those Belgians who originally took refuge in Holland and later returned to Belgium trusting to guarantees that they would not be deported to Germany, expressly given by highest German authority at Antwerp. The Dutch Government expressed the hope that those deportees would be repatriated.

FOOD REGULATIONS.

BOARD OF TRADE ORDER.

LONDON, December 6th.

A Board of Trade Order limits meals in public places and boarding-houses to three courses in the evening and to two courses otherwise. Cheese is not reckoned without meat or fish. *Hors d'oeuvre*, soup and dessert are each reckoned as a half-course. A further Order is foreshadowed instituting meatless days universally.

ADMIRAL JELlicoe.

LONDON, December 6th.

The King has invested Admiral Jellicoe with the Order of Merit.

INDIAN AFFAIRS.

LONDON, December 6th.

In the House of Commons Mr. Austen Chamberlain stated that he saw no sufficient reason for inviting the Raj to reconsider the pay of Divisional Commanders appointed since the war began.

Mr. Steele-Maitland stated that the procedure adopted in the case of Singho, Ceylon, would be adopted in any similar case, which, in the Governor's opinion, required investigation. He saw no reason to modify the opinion that the appointment of a Commission from Britain to enquire into the Ceylon riots was unnecessary and undesirable.

OBITUARY.

PRESIDENT OF STANDARD OIL COMPANY.

NEW YORK, December 5th.

The death is announced of Mr. J. D. Archbold, President of the Standard Oil Company.

Italian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ITALIANS FOIL SURPRISE ATTACK.

ROME, December 6th.

An Italian official report states that an attempted surprise attack by the enemy on our positions northward of St. Caterina broke down under our fire.

The Balkans.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GREEK BRUTALITY.

VENEZELISTS BATTERED TO DEATH.

LONDON, December 6th.

Router learns that a telegram from the British Legation at Athens states that two Greek Red Cross nurses, after tending a wounded Legation porter for a whole day, were subsequently arrested, dragged before the head of the police and shut up for thirty hours without food and without water in a filthy latrine. There were also continuous attempts at raping, and their house was looted. They have now been released, and state that the police headquarters are filled with Venezelists, some of whom have been battered to death, while some have had their eyes gouged out. The late head of the Secret Police was tied to a post and beaten on the head with a club by an Orthodox priest.

EARLIER CABLES.

ROUMANIANS STILL RETIRING.

SUPERIOR ENEMY FORCES.

LONDON, December 6th.

A Russian *communiqué* states: Rumanian attempts to check enemy attacks on roads leading to Ploesti and Bukharest have been unsuccessful. The Rumanians are retiring eastward from Titu toward Bukharest, and to the west and south of Stolitza under incessant attacks by superior enemy forces.

We captured another range of heights on the Moldavian frontier, but were compelled to retire from a height south of Voronezhka, in the wooded Carpathians.

THE ROUMANIAN SITUATION.

MORE GERMAN CLAIMS.

LONDON, December 6th.

A German official report states that General von Mackensen is pursuing and breaking the resistance of the enemy rearguard, and has crossed the railway line to Bukharest at Tarvostea towards the east. The number of prisoners taken on the 3rd of December has increased to 12,500, while 4,500 were taken elsewhere.

SERBIANS REPULSE COUNTER-ATTACKS.

SANGUINARY ENEMY LOSSES.

PARIS, December 6th.

A *communiqué* states that the Serbians have repulsed all enemy counter-attacks in Staravina, with sanguinary losses. They also captured five guns, and three mortars.

The Franco-Serbians advanced north of Paralovo.

THE GREEK CRISIS.

ORDER RE-ESTABLISHED IN ATHENS.

LONDON, December 6th.

In the House of Lords, Lord Crewe stated that a telegram from the British Minister indicated that a certain degree of order had been re-established in Athens. Immediate danger to British life and property was not apprehended. He re-affirmed that the Government regarded the situation as grave and were determined to fix the responsibility and secure that there would be no repetition of the outrages.

SERBIAN SUCCESSES.

LONDON, December 6th.

A Serbian official report states:—We developed successes north of Grunista and Sudimirei, and carried new fortified positions.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE PIRACY.

NORWAY'S HEAVY LOSSES.

CHRISTIANIA, December 6th.

A total of 249 Norwegian ships has been sunk since the beginning of the war, including 98 during the last three months.

Franco-Belgian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH AIRCRAFT ACTIVITY.

CONSIDERABLE ARTILLERY FIRING.

LONDON, December 6th.

General Sir Douglas Haig, in a *communiqué*, says:—There has been considerable reciprocal artillery fire in the Loos and Ypres areas.

Our aircraft on Monday carried out many successful reconnaissances, bombing a railway station and aerodrome. A naval air squadron, in many combats, drove down four machines out of control and destroyed two. One of our machines is missing.

TWENTY AEROPLANES.

FRENCH AERONAUTS ACHIEVEMENT.

PARIS, December 6th.

A *communiqué* states:—There is calm on the whole front in the west.

Second-Lieut. Nugesser brought down two German aeroplanes, one on fire, in the Somme region, making his total twenty.

FRENCH MACHINE-GUNS ACTIVE.

PARIS, December 6th.

An official *communiqué* states:—Our machine-gun fire completely checked a small attack north of Vaux. There has been the usual artillery work elsewhere.

ENEMY RAID ON BRITISH FRONT.

LONDON, December 6th.

General Sir Douglas Haig reports:—An enemy raid, following a heavy bombardment, southwards of Loos, completely failed.

WAR NEWS.

ILLUMINATING.

The *Berliner Tageblatt*, enumerating reasons for dismissing the Chancellor von Bethmann Hollweg, gives as the fourth:—

"During the war Bethmann Hollweg has committed mistakes after mistake. He spoke of the immeasurably disastrous 'wrong' we had committed as regards the violation of the neutrality of Belgium, a word so untrue, so damaging to Germany, that it ought only to have come from the mouth of a lying enemy."

DANISH-GERMAN FRONTIER INCIDENT.

At the Danish-German frontier village of Farris, to the south of Vandrup, recently, German sentries shot a Russian prisoner of war after he had escaped across the frontier and dragged the body back, threatening with their rifles the Danish farmers who protested. The affair has caused considerable indignation in the border districts.

Mr. Moos, one of the farmers present, says in a letter to the *Kolding Avis*, that the Government must protect the population if it does not provide them with arms. The Foreign Office will send a protest to Berlin as soon as the local authorities have reported on the incident.

BRITISH PRISONERS FOUND AT TABORA.

The *Dispatch* says that when the British forces entered Tabora, German East Africa, shortly after the Belgian occupation they found over 100 British prisoners of war, most of whom had been interned for two years.

Among them was Archdeacon Woodward, who has been associated with the East African missionary movement since 1874. He was seriously ill and was on the point of sailing for England when he was taken prisoner. Nothing had been heard of him for two years. There were several women among the prisoners. The conditions of the camp were appalling. European men and women were herded together with natives and the sanitary arrangements were unspeakable. Several prisoners died.—*Reuter*.

NATURALISED GERMAN AND THE ARMY.

The appointment of Mr. Felix Cassel, K.C., as Judge Advocate-General of the British Army, was announced recently. A Home paper asserts that the matter will be raised in the House of Commons. The objection to the appointment, it is understood, is due to Mr. Cassel's German birth.

He was naturalised on October 18th, 1892, when he was twenty-three years of age, his full name being given as Felix Maximilian Schoenbrunn Cassel. Germany was given as his place of origin. Through his mother he is a nephew of the Right Hon. Sir Ernest Cassel, a native of Cologne, who was naturalised on September 3rd, 1878.

When the war broke out he joined the army though well on in the forties, and has done his turn in the trenches, besides taking an important part in raising and training a battalion.

THE NATIONAL MISSION.

UNITED MEETING IN THE THEATRE ROYAL.

Last night a united meeting in connection with the National Mission of Repentance and Hope was held in the Theatre Royal, which was well filled. The Rev. T. Robinson, Wesleyan Church, Hongkong, presided and conducted the opening devotional exercises.

Bishop Norris delivered an address based on the words:—"I have loved you, saith the Lord," (Malachi i., 2). He said he had promised that his remarks would have a bearing on our personal responsibilities as English men and women—or Britishers, if they liked the name better—to their country. As a frame-work for his thoughts he gave a brief outline of the history leading up to the writing of the book of Malachi, up to the time when, in the year 444 B.C., they adopted, at the instigation of Ezra, a solemn League and Covenant, under four heads. The first had relation to the current practice at the time of the Jews intermarrying with wealthy foreigners; the second related to the keeping of the Sabbath; the third to the oppression of the poor; and the fourth to the freewill offerings for the cause and support of religion. The speaker took up each of these heads in turn and applied them to present day conditions.

Before the war broke out they in England had something that corresponded to the Jewish marriages with foreigners, and which was condemned by the prophets; they had come to disregard the Sabbath; the Sabbath—even as the Jews in their day desecrated their Sabbath; if they were not oppressing the poor directly they were dealing out injustice or allowing injustice to go on without interference; and they were all—he would not say robbing—starving their religion. They were beginning to lose any idea of what real generosity meant, beginning to lose any idea of what was their real duty as to giving for the upkeep of their religion. There were exceptions like torches in a dark night; but what he had said was the general truth, and the exceptions only proved it.

As to marriage with foreigners he had no wish to inveigh against English men and women marrying those of another nation. At the same time he was not at all sure if it was usually a happy thing for English men and women to marry a bride or husband belonging to another nation, any more than he was sure it was a happy thing, as a rule, for people belonging to different communions to intermarry. If they did so it was a venture, and nothing but the grace of God would make it satisfactory and happy. The preservation of the family life was what this item in the League and Covenant was directed to, and anything that tended to weaken family life was condemned at Jerusalem and ought to be condemned by us. Her family life was one of the glories of England and he adjured them to maintain and protect it. He could not think there was a man amongst us not married (like himself) who was proud of it, or thankful for it. A man who was married had a finer motive in times of crisis than the man who was not, just as at the time of the Boxer rebellion and they were shut up in the British Legation at Peking, the man who had given him shelter had the anxiety of a recently married wife and an unborn child, while he (the Bishop) had other people's wives to look after. There was no comparison between them. If a man was going to marry let him marry at an age he ought to marry, and having married nothing should be allowed to interfere with their bringing up boys and girls to be the honour and support and glory and pride of this England of ours in the years to come. The married life must be one of give and take; a life in which each considered the other first. Above all else let them keep the home life of this country good and pure and strong.

As to keeping the Sabbath day. Because there was strong feeling and divergence of feeling on this subject was no reason why he should not speak on it. Some said they could not keep Sunday because they had to go to play golf that day. If a man took up that position well and good. All he would say to him was that he was not making the most of the opportunities God gave him. If he did, as a Christian man, honestly think he was not meant to join with his fellow-Christians in the worship of God on Sunday, he would let him go his way and play his golf without saying very much to him except to point out to him that he was doing an injury to the people who did go to church, because he and others who did not attend detracted from the cheerfulness and heartiness of the service. He noticed that in Hongkong they had a golfers' service in the Cathedral for half-an-hour every alternate Sunday. He was very glad their Chaplain said he could give it to them when they asked it, and glad that they asked it; but he would be very much surprised if they thought that was good enough for long; half-an-hour every other Sunday of a shortened Matins instead of Holy Communion, a feast which our Lord himself ordained to commemorate the death by which we were redeemed. He had been consulted again and again by people who asked if they could do this, that and the other thing on Sunday, and he had one answer for them; that was: Are you quite clear what your duty on Sunday is? He had a clear idea of his position, and his first duty he considered was to go to church and join with other people in the worship of their common Father.

The Bishop afterwards dealt with the question of the starvation of religion, and said that he knew that in England they did not starve the Sabbath, but the clergy connected with it were notorious that in England that could not be said. It was a shame, not to those who were starved, but to those who ought to see that they were not starved.

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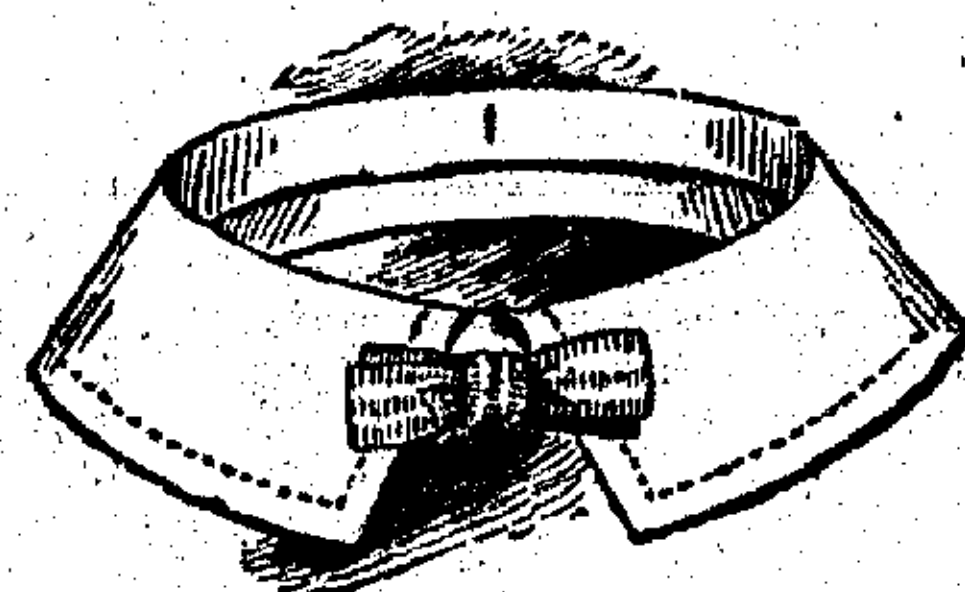
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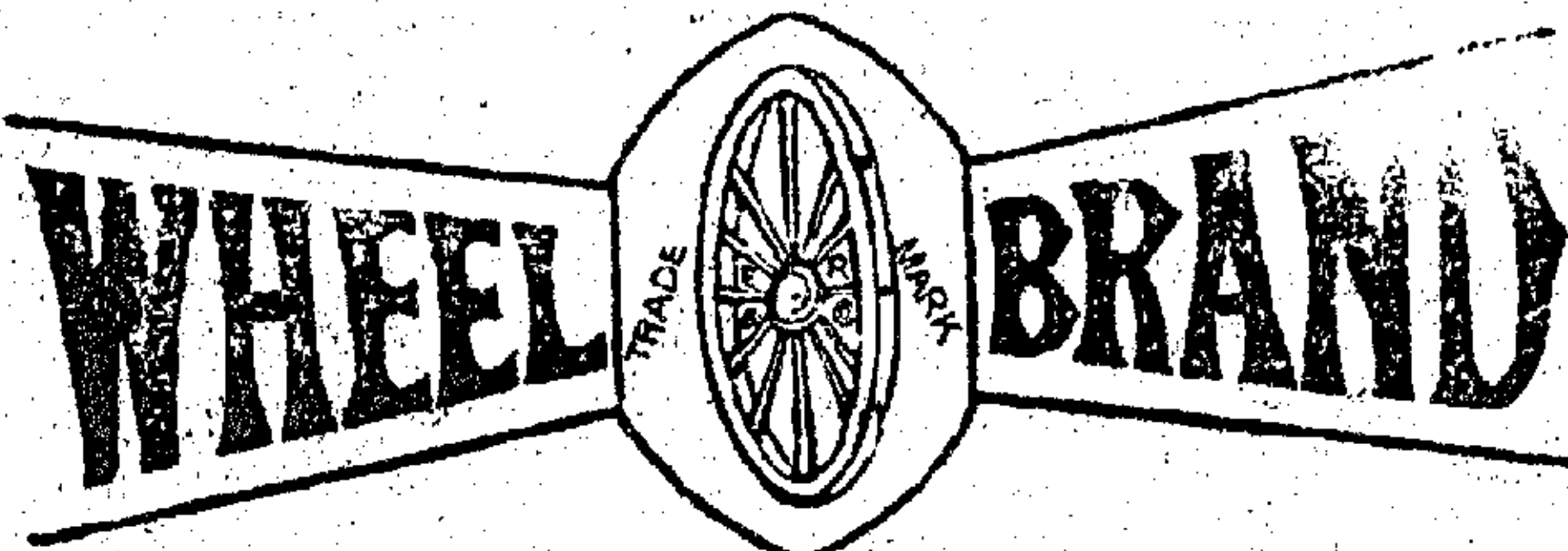
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WEATHER REPORT.

On the 6th at 12.05.—The anti-cyclone has moved rapidly eastwards and is central over Japan this morning; pressure has consequently increased considerably in that region and decreased slightly to moderately elsewhere; it remains relatively low over the southern portion of the China Sea.

Moderate monsoon will be interrupted to the north of Focchow, but will continue to blow moderately over the east coast of China, and north part of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 78.81 inches, against an average of 82.33 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	(E. & N.E. wind, moderate; fine.
Formosa Channel	N.E. wind, fresh to moderate.
South Coast of China between Hongkong and Lamock	The same as Hongkong and Lamock. No 1.
South Coast of China between Hongkong and Hsianan	The same as Hongkong and Hsianan. No 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 6th

	Previous On	At	On
	Day	at	Date
	at 2 p.m.	6 a.m.	2 p.m.
Barometer	30.02	30.05	30.00
Temperature	63	63	63
Humidity	45	87	54
Wind Direction	NE	calm	E. S.
Force	1	0	3
Weather	o	o	o
Rain	o	o	o

Highest on air Temp. surface on 6th 72

Lowest on air Temp. surface on 6th 63

HONGKONG TIDE TABLE.

From 7th to 13th December, 1916.

Days of Week or Month	HIGH WATER.			LOW WATER.		
	Time	Height	Time	Time	Height	Time
Thurs.	7 m 13	6.0	12 14	2 14	2.0	7 14
Fri.	8 m 32	6.0	12 58	1 58	1.8	7 58
Satur.	9 m 10	6.0	1 37	1 37	1.6	8 37
Sun.	10 m 11	6.0	2 16	2 16	1.4	9 16
Mon.	11 m 11	6.0	2 55	2 55	1.2	10 11
Tues.	12 m 11	6.0	3 34	3 34	1.0	11 11
Wed.	13 m 11	6.0	4 13	4 13	0.8	12 11

No Household

can be really happy if any of its members are afflicted by one of the many ailments which are so common in the household. Much anxiety given on this account to the mother, who is the one who is most concerned for the health of her children. The cause of these ailments is often a simple one, and can be easily cured by the use of Beecham's Pills. These pills are a household necessity, and should be kept in every home. They are a simple, safe, and effective remedy for all the ailments of the household, and are a true blessing to the mother who is so concerned for the health of her children.

Should Be Without

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They give speed to the circulation, and are a true blessing to the mother who is so concerned for the health of her children. The cause of these ailments is often a simple one, and can be easily cured by the use of Beecham's Pills. These pills are a household necessity, and should be kept in every home. They are a simple, safe, and effective remedy for all the ailments of the household, and are a true blessing to the mother who is so concerned for the health of her children.

BEECHAM'S PILLS.

There is yet another point that you should mark on the label of your Beecham's Pills. In addition to their acknowledged value in kidney, liver, and stomach disorders, have a specially beneficial effect in such ailments as are peculiar to women, many of whom suffer from these ailments through ignorance of the importance of this fact.

Sold everywhere in boxes, price 1/6 (25 pills) 1/11 (50 pills) 2/6 (100 pills).

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DESTROYERS AT JUTLAND.

PETS IN THE BATTLE.

THE MIND OF THE NAVY.

[BY RICHARD KIPLING.]

What mystery is there like the mystery of the other man's job—or what world so vast as that which he enters when he goes to it? The eminent surgeon is altogether such a one as ourselves, even till his hand falls on the knob of the theatre-door. After that, in the silence among the ether fumes, no man except his acolytes, and they won't tell, has ever seen his face. So with the unconsidered curate. Yet, before the war, he had more experience of the business and detail of death than any of the people who contended him. His face also, as he stands his bedside watch—his countenance with which he shall justify himself to his Maker—none have ever looked upon. Even the ditcher is a priest of mysteries at the high moment when he lays out in his mind levels and the fall of the water that he alone can draw off clearly. But catch any of these men five minutes after they have left their altars, and you will find the doors are shut.

Chance sent me almost immediately after the Jutland fight a lieutenant of one of the destroyers engaged. Among other things he told me if there was any particular noise.

"Well, I haven't been in the trenches, of course," he replied, "but I don't think there could have been much more noise than there was."

This bears out a report of a destroyer who could not be certain whether an enemy battleship had blown up or not, saying that in that particular corner it would have been impossible to identify anything less than the explosion of a whole magazine.

"It wasn't exactly noise," he reflected. "Noise is what you take in from outside. This was inside you. It seemed to lift you right out of everything."

"And how did the light affect one?" I asked, trying to work out a theory that noise and light produced beyond known endurance form an unknown aesthetic and stimulant, comparable to, but infinitely more potent than, the soothing effect of the smoke-pall of ancient battles.

"The lights were rather curious," was the answer. "I don't know" that one noticed searchlights particularly, unless they were of an instance of unparalleled Joss which had stuck in his memory. A soldier-man, related to one of the officers in one of our ships that was put down, had got five days' leave from the trenches, which he spent with his relative aboard, and thus dropped in for the whole performance.

He had been employed in helping to spot, and had lived up a mast till the ship sank, when he stepped off into the water and swam about till he was fished out and put ashore. By that time, the tale goes, his engine-roomed knicker had shrunk halfway up his legs, and arms, in which costume, he reported himself to the War Office and pleaded for one little day's extension of leave to make himself decent. "Not a bit of it," said the War Office. "If you choose to spend your leave playing with sailormen and getting wet all over, that's your concern. You will return to duty by to-night's boat."

"This may be a label on the W.O., but it sounds very like them," he said to me. "I expect he spent the next week at Headquarters telling generals all about the fight."

"And, of course, the Admiralty gave you all lots of leave?"

"Us? Yes, heaps. We had nothing to except clean down and oil up and be ready to go to sea again in a few hours."

That little fact was brought out at the end of almost every destroyer's report. "Having returned to base at such and such a time, I took in oil, etc., and reported ready for sea at—o'clock." When you think of the amount of work a ship needs even after peace manoeuvres, you can realize what had to be done on the heels of an action. And, as there is nothing like housework for the troubled soul of a woman, so a general clean-up is good for sailors. I had this from a petty officer who had also passed through deep waters. "If you've seen your best friend go from alongside you, and your own officer, and your own boat's crew with him, and things of that kind, a man's best comfort is small, variegated jobs, which he is damned for continuous."

THE SILENT SEAS.

Presently my friend of the destroyer went back to his stark, desolate life, where feelings do not count and the fact of his being cold, wet, searish, sleepless, or dog-tired had no bearing whatever on his business, which was to turn out at any hour in any weather and do or endure, decently, according to ritual, what that hour and that weather demanded. It is hard to reach the kernel of Navy minds. The unbridgeable seas and mechanisms they work on and through have given them the simplicity of elements and machines. The habit of dealing with swift accident; a life of closest and strictest association with their own caste as well as contact with all kinds of men all earth over have added an immense cunning to those qualities; and that they are from early youth cut out of all feelings that may come between them and their ends makes them more incomprehensible than Jesuits, even to their own people. What, then, must they be to the enemy?

Here is a Service, which prowls forth and achieves, at the lowest, something of a victory. How far-reaching a one only the war's end will reveal. It returns in gloomy silence, broken by the occasional hoot of the longshore loafer, after issuing a bulletin, which, though it may enlighten the professional mind, does not exhilarate the layman. Meantime, the enemy triumphs, wirelessly, far and wide. A few frigid and perfunctory sentences, contradictions are put forward against his resounding claims; a naval expert or two is heard talking "off"; the rest is silence. Anon, the enemy after a prodigious amount of explanation which not even the neutrals seem to take any interest in, revives his claims and, very modestly, enlarges his losses. Still no sign. After weeks there appears a document giving our version of the affair, which is as colourless, detached,

"And the Hun's gunnery?"

"That was various. Sometimes they began quite well, and went to pieces after they'd been strafed a little; but sometimes they picked up again. There was one Hun-boat that got no end of a hammering and it seemed to do her gunnery good. She improved tremendously till we sank her. I expect we'd knocked out some scientific Hun in the controls and he'd been succeeded by a man who knew how."

It used to be "Fritz" last year when they spoke of the enemy. Now it is Hun, as I have heard, "Yahun," being a superlative of Yahoo. In the Napoleonic wars we called the Frenchmen too many names for any one of them to endure; but this is the age of standardization.

"And what about our Lower Deck?" I continued.

"They? Oh, they carried on as usual. It takes a lot to impress the Lower Deck when they're busy." And he mentioned several little things that confirmed this. They had a great deal to do, and they did it, because they had been trained to carry on under all conditions without panicking. What they did in the way of running repairs was even more wonderful, if that be possible, than their normal routine.

The Lower Deck nowadays is full of strange fish with unlocked-for accomplishments, as in the recorded case of two simple seamen of a destroyer, who, when need was sorest, came to the front as trained experts in first aid.

"And now—what about the actual Hun losses at Jutland?" I ventured.

"You've seen the list, haven't you?" "Yes, but it occurred to me—that they might have been a shade under-estimated, and I thought perhaps—"

A perfectly plain asbestos fire-curtain descended in front of the already locked door. It was none of his business to dispute the drive. If there were any discrepancies between estimate and results, one might be sure that the enemy knew about them, which was the chief thing that mattered.

It was, said he, Joss that the light was so bad at the hour of the last round-up, when our main fleet had come down from the north and shovelled the Hun round on his tracks. *Per contra*, had it been any other kind of weather the odds were the Hun would not have ventured so far. As it was, the Hun's fleet had come out and gone back again, none the better for air and exercise. We must be thankful for what we had managed to pick up.

But, talking of picking up, there was an instance of almost unparalleled Joss which had stuck in his memory. A soldier-man, related to one of the officers in one of our ships that was put down, had got five days' leave from the trenches, which he spent with his relative aboard, and thus dropped in for the whole performance.

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and scrupulously impartial as the findings of a Prize Court. It opines that the list of enemy losses which it submits "gives the minimum in regard to numbers, thought it is possibly not entirely accurate in regard to the particular class of vessel, especially those that were sunk during the night attacks." Here the matter rests and remains—just like our blockade. There is an insolence about it all that makes one gasp.

THE CLOSING NOTE.

Yet that insolence springs naturally and unconsciously as an oath out of the same spirit that caused the destroyer to pick up the dog. The reports themselves, and tenfold more the stories not in the reports, are charged with it, but no words by any outsider can reproduce just that professional tone and touch. A man writing home after the fight points out that the great consolation for not having cleaned up the enemy altogether was that "anyhow these East Coast devils—a fellow squadron, if you please, which up till Jutland had had most of the fighting—were not there. They missed that show. We were as cock-hoop as a girl had been to a dance that her sister has missed."

This was one of the figures in that dance:—

"A little British destroyer, her mid-ships rent by a great shell meant for a battle-cruiser; exuding steam from every pore; able to be ahead, but not to steer; unable to get out of anybody's way, likely to be rammed by any one of a dozen ships; her siren whimpering:—'Let me through! Make way!'; her crew fallen in aft dressed in lifebelts ready for her final plunge, and cheering wildly as it might have been an enthusiastic crowd when the King passes."

Let us close on that note. We have been compassed about so long and so blindingly by wonders and miracles; so overwhelmed by revelations of the spirit of men in the basest and most high, that we have neither time to keep tally of these furious days, nor mind to discern upon which hour of them the world's fate turned.—

Not in the thick of the fight.
Not in the press of the odds,
Do the heroes come to their height
Or we know the demigods.

That stands over till peace.
We can only perceive
Men returned from the seas,
Very grateful for leave.

They grant us sudden days,
Snatched from their business of war.
We are too close to appraise
What manner of men they are.

And whether their names go down
With age-kept victories,
Or whether they battle and drown
Unreckoned is hid from our eyes.

They are too near to be great,
But our children shall understand
When and how our fate
Was changed, and by whose hand.

Our children shall measure their worth.
We are content to be blind,
For we know that we walk on a new-born earth
With the saviours of mankind.

A LONG WAR.

"Fighting through" and "holding out" is the text of a symptomatic article in the *Frankfurter Zeitung*, which says: "Necessity has compelled us to prepare, in our hearts and in our armories, for a long war. Bitter though it be, the German people has long ago reckoned with a third winter campaign and with the new battles of the coming spring."

We know how terribly hard for us is this last period of the war; but we know, too, that we shall hold our own, yea, that we shall win. For us the time that passes is not wasted; the privations which the blockade imposes upon us are not borne in vain by the Central Powers; our holding out has its sound meaning, for this is not that our nation accomplishes, it is but a means to an end. While the nations of the Entente States have no other prospect but the vague hope of being able to drag on the war for another winter and summer (the most critical moment of the campaign this summer cost our adversaries millions of lives without any tangible result), the Germans and their allies are holding out in the splendid assurance that we can and shall attain to higher things; and that during these last few weeks the foundations have been laid for the great and last ascent, and this time with Hindenburg as our guide."

IF YOU WORRY, READ THIS

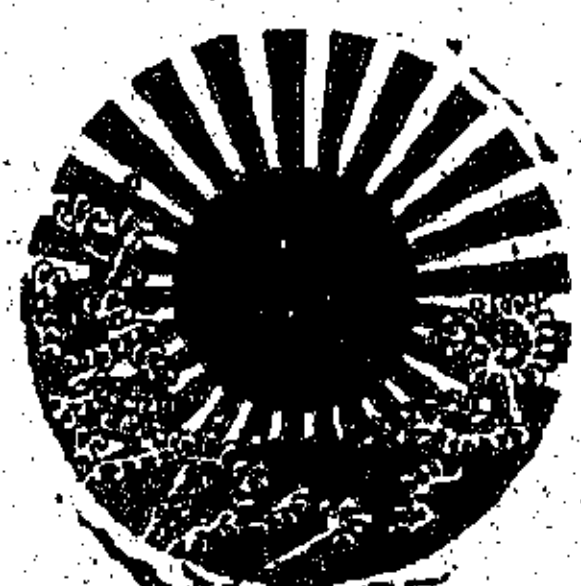
Worry never brought any good to anybody. Still, you say, "I don't worry because I want to; it is because I can't help it; or, 'I worry because I have so much to worry about.'"

We all have our troubles, and worry, of course, makes matters worse. The patient generally recognises this fact without being influenced in any way by it.

The doctor who could meet this nervous condition and cure it would be the most popular man alive. He cannot do it, however, because the form of nervous exhaustion known as neurasthenia, of which worry is a characteristic symptom, must be cured by the patient. That is why you should write to-day for the book, "The Nervous and their Needs," and read the chapter on neurasthenia. So many people have read it and written, "This describes my case exactly; I am giving the treatment a trial and being benefited," that the Dr. Williams' Medicine Co. has had a number of these books printed, and will send you a copy free if you address a postcard request to 96 Bechen Road, Shanghai.

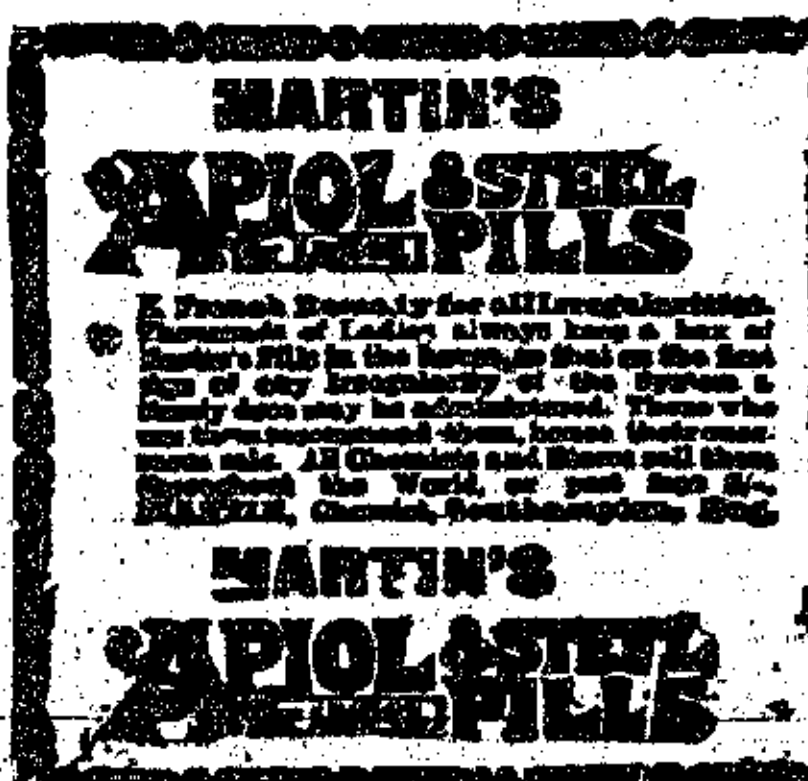
Dr. Williams' pink pills for pale people are a true nerve tonic that acts through the blood; they are particularly suitable for nervous, neurasthenic people. Most dealers sell them; also obtainable 1 bottle for \$1.50, 6 bottles \$8 from the above address.

Grand Prize of Honour
Panama-Pacific International Exposition
SAN FRANCISCO, 1915



ASAHI-BEER

SOLD EVERYWHERE



BRITAIN'S DAUGHTERS.

SILENT HEROISM OF THE MUNITION FACTORIES.

[BY HALL CAINE AT WOOLWICH.]

When the Imperial Chancellor opened the Reichstag the other day he tried to account for the reserves of the German army by saying it had had to face the whole world's output of ammunition. Nothing of the kind. We are not insensible of the importance of the contribution to our equipment which has come to us from foreign countries. Nor are we ungrateful for it. But if Germany must needs ignore or minimise the gallantry of our soldiers in the field and account for its losses in terms of shells, let it know that it has not been the men of the neutral nations but the women of our own Empire who have been the determining force in battering its trenches and breaking its legions. We have always been proudly conscious of what the sons of Britain have been doing at the front. But it is not time we realised, not merely in abstract phrases or yet definite figures, but vividly, tangibly, and as by the evidence of our own eyes, what the daughters of Britain are doing at home!

To do this we must get close to the mighty army of women in our munition factories, and we cannot do better than take a first sight of them at their work at Woolwich. The enemy knows Woolwich, where and what it is; therefore there can be no danger of revealing secrets. But though the vast Arsenal is at our own door, few of us who sleep in London under the broad shadow of its wings, have any real sense of its colossal presence, its immense significance, the tremendous force it stands for. Its origin dates back to the days of other wars, but when the present war began its workers were only 14,000 in all, without a woman of their number. Now there are 17,000 women within its high walls, and women besides. But that is not all. Notwithstanding its fierce reality, Woolwich is a symbol rather than a geographical expression. To that centre on the Thames, three and a half miles by two and a half, with its numberless workshops, its endless avenues, and its hundred and twenty miles of internal railway, there radiate the activities of scores of associate factories round about, so that 30,000 workers more, chiefly women, (97,000 in all) are feeding this almost fathomless reservoir. Woolwich is a great mechanical octopus, with arms that reach over, across, and around London and the country about it.

HOME OF THE GUNS.

By permission of Mr. Montagu, the Minister of Munitions, and with his approval, we enter the gates of the great Arsenal. The space outside is a square of irregular shape, to which many streets are converging, like rivers running to the mouth of an estuary. The rivers are always flowing. The scene reminds us of the human tide outside the gate of an Eastern city, and, if less picturesque, it is more urgent. Electric cars come clanging along the busy thoroughfares, stop, discharge people who are going in at the Arsenal, take up others who are coming out. Outside the gate stand the town police; inside wait the police of the Arsenal. You are challenged, questioned, summoned to a neighbouring lodge to present your credentials and register your name, a guide is assigned to you (or perhaps the chief superintendent himself undertakes your direction), and you begin on your tour of inspection. It is difficult at first to realise where you are, so complete is the change from the world you have left without. You are walking between two lines of old guns in their gun-carriages, many of them broken, splintered, shattered, all red with rust or encrusted with hard-baked mire. They are back from the front for repair, with the scars of battle on their faces, and for a moment you could well believe you are walking not in Woolwich, but among the batteries on the other side of the sea. Before going into the women's workshops you are taken to the forges of the men, for it is impossible to come to Woolwich without seeing the awful legends of bridled force in which the munition guns are created. Here is one of them, a vast place, as big as Albert Hall. A colossal Nasmyth hammer, with a blow of forty tons, is pounding on a thick block of white-hot steel. First, a gentle tap to make sure of position, and then a thunderous thud that makes the earth quake beneath your feet, and gives you the sickening sense in your stomach which you may have experienced at the rumbling approach of a great eruption.

A few moments later you are in another vast forge, but here there is nearly no noise and hardly any motion. A gigantic press of 4,000-ton power is drilling a hole through another enormous block of white-hot metal. The great thing seems almost as large as the facade of St. Mark's at Venice, and not unlike it in form, though stark and black. Under its open arch, without a sound, or the appearance of a hand to guide them, and with a motion that is almost ghostlike, the great anvils, with their burning freight, glide into position. A score of stalwart men, stripped to the waist, stand round with long iron rods and pincers. They push a thick, black ring of apparently cold metal on the top of the white-hot block. One man stands under a huge clock with his hand on a lever. No one speaks. There is scarcely a sound. Presently there comes slowly down, as from the keystone of the monster machine, a shining column of steel. It reaches the black ring, presses down on it, descends without a pause to the white-hot block, rests on top of it for a moment, there is a thud as of something falling into a pit beneath, and then the column rises, the arch is reopened, and the ring has disappeared, having passed through the metal and dropped to the ground below.

The sense of silent, irresistible, oceanic, almost motionless power has left you breathless.

After another few minutes you are in the smelting-house. Here are lines of furnaces, some locked, but with gleams of imprisoned fire looking out at you from the interstices of the shutters like ferocious eyes; some open and pour out yellow metal into moulds in blue and yellow flame. Then there are huge ovens, from whose glittering depths, lit as by thousands of electric lamps, lying ribbons of red-hot steel are being drawn at the ends of pincers by half-stripped men with the sweat pouring down their blackened faces. Then smithies, where shells in their earliest processes are being shaped, under fire and hammer, from rough blocks of metal into round things with noses, and flung off from the cranes or anvils to roll away and cool. And then underground pits of fire, from which sinuous tongues of many-coloured flames are escaping into the air—reminding you, if you have travelled so far, of the boiling solfatara on the breast of Hecia, among which you have walked with fear, knowing that one false step might be fatal, or, perhaps, with the intoxicating fumes of sulphur in your nostrils, dropped to your knees and crawled.

THE ONE TEST.

But perhaps the most awesome of all sights in Woolwich is that of the big furnace house for manufacturing the steel. I think I have witnessed in various parts of the world many scenes of Nature in her wrath—scenes of earthquake, eruption, tidal wave, geyser, and boiling river—but I doubt if I have ever been more awed, more moved, and, in a sense, more terrified than by the spectacle here presented of the physical forces of Nature chained and harnessed to the work of man. How can I, who have no mechanical science, convey a sense of it? A huge clay-coloured oven, shaped like a wart, thirty to forty feet high, topped with an open mouth like the crater of a small volcano, belching out a thick column of hungry flame, which comes with a blast and roar as from the bowels of the earth, driven up by some frantic subterranean tempest, and scattering showers of blue stars in a ring about it. The light is so fierce that you put coloured glasses before your eyes to protect them; the noise is so deafening that it drowns all human speech. And around the furnace stand the activities of scores of associate factories round about, so that 30,000 workers more, chiefly women, (97,000 in all) are feeding this almost fathomless reservoir. Woolwich is a great mechanical octopus, with arms that reach over, across, and around London and the country about it.

As the world ever witnessed a mightier example of human force! To think of the building of the Pyramids of Egypt is to fill the mind's eye with visions of innumerable armies of labourers, like trains of human ants, conveying gigantic masses of stone across the desert from the quarries of the Mokattam hills to the plains of Mena. But Woolwich is a yet greater and more awesome vision than that, especially now, at this very moment, though we who walk the neighbouring streets of the Metropolis think so little about it.

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WHERE WOMEN RULE.
But Woolwich has a world of operations that are entirely suitable for women, and in a few minutes more we are in the midst of them. There is a new shop entirely operated by women, having been built for them since the beginning of the war. The vast place covers an area which is apparently as great as that of Trafalgar-square. Two thousand women are here, and there is room for 3,000 in all. Innumerable lathes, generally of small size, cover the cemented floor, with pulleys and wheels spinning in the air above them. It is a dense forest of machinery, pulsing and throbbing and whirling and tossing as from some unseen storm. There is at first something so incongruous in the spectacle of women operating masses of powerful machinery (or, indeed, any machinery) that for a moment, as you stand at the entrance, the sight is scarcely believable. But you go in and move round, and after a while the astonishing fact seems perfectly natural. Although most of the machines in this shop are small, some are large, and a few alarming. Here is a slip of a girl working one of the latter kind, a huge thing that has two large wheels like mill-wheels revolving at either side of her, and though she looks like a

child in the jaws of some great black monster she does not seem to be the least afraid. Here is another young girl who is feeding a round disc with bits of metal that look like discoloured turnings, and as her own particular Caliban eats them up it utters from its interior a hoarse grunt that hits you like a blow on the brain, yet she does not seem to hear.

But most of the work done by the women looks simple enough, and seems perfectly natural to their sex, although it has always hitherto been done by men. One woman is turning base plates for shells on a turret lathe. Another is cutting copper bands for shells from tubes. Another is pressing the copper bands into their places. Yet another is riveting brass plugs on to high explosive shell bodies. Some are drilling the holes through the sin shells. Others are rough turning the shell surfaces. And yet others are gauging and putting-off the bodies of the huge sin, high explosives. Many are making shell fuses, a task in which women have become amazingly proficient, and many more are at work at the inspection board, where, being trained to the use of one gauge only, they have developed an efficiency to which men have never attained. All this sounds portentous in description, but at close quarters it looks astonishingly simple. The machines themselves seem almost human in their automatic intelligence, and if you show a respect for their impetuous organs they are not generally cruel. So the women get along very well with them, learning all their feed, and control it. Sometimes her limitations. It is surprising how speedily the women have won this new kind of male monster.

The vast workshop we are walking in is laid out on a simple, methodical plan. The lathes are ranged in regular lines along the length of the place, with alleyways, called streets, between them. A few of the lathes seem to work almost automatically and to require little or no attention, but before each of the other machines a woman stands, to start, stop, feed, and control it. Sometimes her tool wears out, and then a male mechanic, known as a setter, steps up to set it right. Sometimes it requires more than a woman's muscle to master it, and then a male labourer has to be called to pull the crank or turn the lever. In cross-streets fore-women sit at desks, or walk to and fro at the heads of their sections, and up and down the alleyways the under-fore-women, with their account books, pass from operator to operator, to take tally of the work that has been done.

All the women wear the same uniform, a khaki-coloured overall girded at the waist, and a cap of the shape of a bathing cap. This is in the interests of safety, lest the dress or the hair of the operator should be caught in the pulleys and belts of the machinery; but it has the further and not altogether negligible advantage, in the eyes of the male creature, of being extremely becoming. If there is any man in London who can pass through the workshops of Woolwich without thinking he has been looking at some thousands of the best-looking young women in the world, it is certainly not the present writer. Their hard work does not seem to be doing much harm to their health, for their eyes are bright, their cheeks are fresh, and there is hardly any evidence of fatigue among them. The clamorous and deafening noise of the machinery, its jar and whirl and clank, which makes your temples throb, sings (after their first days in the factory) like music in their ears, and they would miss it if it stopped. They work day and night, in two shifts of twelve hours each with a break of an hour for dinner and half an hour for tea. Their pay, which is usually by the piece, is generally large, the minimum being, I think, a pound a week, and the maximum five or seven pounds.

IN THE DANGER ZONE.

But you realise that the lure of money is not the sole or yet the chief magnet that draws women to work for the war when you leave this immense workshop for the sinister-looking sheds in which the finished shells are filled. Everybody knows that a shell is not merely a lump of dead steel, but a living reservoir of compounds which have been brought up from the bowels of the earth and transformed into terrible explosives. Everybody knows, too, that somewhere the womb of the shell has to be loaded with its deadly charge. Therefore there ought not to be any question of exciting public alarm (there is no reasonable cause for it), or any fear of betraying a secret to the enemy (it is no secret), if—as evidence of the moral and physical courage of the daughters of Britain, and as an example of the bravest single thing woman does for her risk, risking her life at home even as man risks his life in the field—I describe the scene of what is known as the danger zone at Woolwich.

This section of the Arsenal is at some distance from the factories, and we drive to it in a motor car. The day has closed in by now, the darkness has fallen, and the moon is rising. We travel over a kind of marsh to a promontory that seems to have the river running about it. The long stretch of dark road is jealously guarded. At one moment the car stops, and the face of a guard appears at the window. He asks for any matches, cigarettes, and knives we may carry about with us. After we have emptied our pockets of such combustibles our car is permitted to proceed. There is another long stretch of dark road (between wooden sheds, probably magazines for the storage of munitions), which reminds us of the rutted ways through the log-built villages on the steppes of Russia, and then we draw up at an open door from which the pale red of electric light is streaming. A moment later we are in "the women's cloak-room, with its many rails (all full) for coats and hats. Here we take off our superfluous clothing, for the night air is warm, and at a low foot-board, which is the boundary-line of the safety and danger zones, put rubber shoes over our boots. Let the grit of the streets should strike fire from something within. And then, feeling as we felt when we walked in Oriental slippers into the Mosque of Omar, on the site of the Temple of Solomon, we pass into a far more impressive and tremendous scene.

It is a broad encampment of small one-storey wooden houses or huts, separated from each other by a liberal space, and having wide streets between, with raised causeways on either side. Down the middle of the streets are lines of hooded and darkened lamps at long and unequal intervals; but the streets here are not for traffic. Within this zone there is hardly a sound or sign of motion. The moon is now shining, and in the distance, under its slow-growing light, we see the shadowy figures of women workers in their khaki gowns and caps, moving noiselessly about like nuns. We could almost imagine that out of the noise and tumult, the thud and roar of the forges behind us, with their tall chimneys showing black against the steel-grey sky, we have passed into the calm rest and silent atmosphere of some open air convent.

A Zeppelin might drop a bomb on this noiseless place without doing much mischief. But what of the peril within itself, and the courage required to work in it? We walk along our causeway until we come to one of the detached wooden huts. The door is open (for fresh air is wanted) and electric light is streaming out of it. A dozen women are sitting within at two oblong tables, weighing and measuring out in little brass scales, like a chemist's with all the care of apothecaries, small quantities of black, green, yellow, and bluish powder (which recall in their volcanic colouring the lakes of Kruisivik and the pits of Caltanassetta), and then pouring them into the open mouths of half-empty shells that stand upright by their sides.

THE TRAGEDY OF WAR.

They talk very little—indeed, hardly at all. Perhaps their work requires all their attention; perhaps their spirits are under the spell of the deadly things they are dealing with. Some of them are wearing over their mouths and nostrils light green veils that are like the veils of Arab women inverted; others, in their indifference to danger, have tucked their respirators into their waist-bands, and are working with nostrils and mouths exposed. It is not for long we can bear to look on a scene like this, so fearfully charged with spiritual as well as physical tragedy, and when we step back to the causeway outside we breathe more freely. It is still very quiet. The moonlight is now shining clear on the wraith-like figures which are moving silently to and fro in their rubber slippers. The river must be somewhere near, for we hear the sirens of the steamers that are sailing by, and sometimes the lap of the running waters. We have a sense, too, of the imminent presence of the great city, though not far away. Its tumultuous life must now be at the high tide of early evening, with its darkened but crowded thoroughfares, its hurrying taxis, its glimmering theatres, its surging railway stations, and its faces, faces everywhere. And it is only at the effect of the strained and perhaps disordered condition of one's nerves, at sight of these brave and fearless women filling with deadly explosives the shells that are soon to batter down the trenches of the enemy who lies in wait behind them to kill their husbands and lovers on the battlefield, that as one stands in the breathless silence of this sombre spot, one thinks one hears the low, deep, far-off booming of the great guns across the sea!

For centuries the spirit of mankind has knelt at the feet of its great creators, its Miltons and its Dantes, in awe of their awful imaginings. But what are the highest reaches of the imaginative mind compared with the realities of that mightiest of all tragic poets—war—Daily Telegraph.

For centuries the spirit of mankind has knelt at the feet of its great creators, its Miltons and its Dantes, in awe of their awful imaginings. But what are the highest reaches of the imaginative mind compared with the realities of that mightiest of all tragic poets—war—Daily Telegraph.

"UNEMPLOYED" BELGIANS SENT TO GERMANY.

Reports have reached the Telegraph from the frontier describing the wholesale removal of Belgian civilians to Germany. Many employed men able to bear arms, as well as unemployed, have been removed. Fathers of families who left their homes in several villages were impressed at St. Gilles and did not return home. So much alarm is created by this reign of terror (says The Times correspondent at Amsterdam) that hundreds of civilians are fleeing. Some nights they cross into East Zealand and finders in hands 250 strong, wading through the Scheldt up to their necks in water and mud. German sentries seeing their numbers have hesitated to fire, but now a tug on the Scheldt, armed with a machine-gun and manned by marines, has orders to fire on groups.

It is reported that the Sonnenlager and Paderborn civilian prisoners' camps are being evacuated, apparently in order to accommodate Belgians removed from their homes. Sixteen engineers of the Belgian Railway have arrived at these camps from Ghent and Dendermonde.

NEW ZEALANDERS ON THE SOMME.

No praise can be too high for such troops! It was in these words that Sir Douglas Haig spoke of the work of the New Zealand Division in the Battles of the Somme—a Division which, he added, "has won universal confidence and admiration."

The principal successes of the Division were achieved in the neighbourhood of Flers, which they captured and held against several determined German counter-attacks. The High Commissioner, Sir Thomas Mackenzie, has issued the first of a series of articles by Mr. Malcolm Ross, dealing with the actions which preceded the capture of Flers and those which followed it. "When the whole tale is told," the writer says, "it will make a stirring page in New Zealand history."

SHELL-POWER.

LIFE IN AN N.P.F.

[BY ARNOLD BENNETT.]

You see the letters N.P.F. on the door-mat of the office. They stand for National Projectile Factory. I know not how many N.P.F.s there are in Britain. Perhaps Mr. Montagu, the Minister of Munitions, knows. This particular factory is a very large one. It has over eleven acres beneath a single roof. A farmer can visualise a ten-acre field, but to the man in the industrial street an acre is a mere term. Imagine an area of one mile long by a hundred feet broad. That is, roughly, the area of the factory, though naturally its shape is much nearer a square. Over 5,000 "hands" (the more spiritual Russians would say "souls") are employed there, and of these very considerably over half are women, of whom a large part are young or youngish and attractive, and possess husbands in the Army.

Now you can observe an N.P.F. in various aspects. There is the human aspect of its picturesque adjuncts. For instance, the canteen, under its own separate roof, with a prodigious hall in the roof, and a prodigious town hall in size, and supplying all the diverse cooking and eating accommodation which young women who know on which side their bread ought to be buttered require. There are the women's dressing-rooms and lavatories—I never saw before, and do not hope to see again, so many white faience basins with hot and cold water, rows and rows and rows, and scores in a row. There is the ambulance station, with every device, and a nurse always awaiting the secret expectation of a "major" case, and rarely getting anything better than a scratch or a cut. There are the women in the roof controlling the overhead travelling electric cranes that command every foot of the floor space. Each has a rope to slide down by in an emergency, and for practice sake she is obliged to slide down that rope at least once a week. There are the other women, who drive the electric carriages on the floor itself—miles of line—sitting in a sort of easy chair, and tugging levers. (Six inch and six inch shells are not to be lightly thrown about. The latter weigh more than a man, and it takes either electricity or two men to shift them to and fro; electricity does 90 per cent. of the shifting.)

LONG QUEUES OF WOMEN.

There are still other women in peg-top trousers. These last quaint creatures start with two-minute points near the ground, and very often finish near the top with an elaborate white lace corsage or a flowing glowing scarf. The phenomena look queer in a factory. It ought to be far more prevalent. I liked to see a girl-checker delicately rolling a tin shell over with her fashionable glazed kid boot that peeped out beneath the yellow overall. These things, happily, will peep out. So will the vase of flowers and the strange personal belongings in the wire-cage cupboard, of which each machinist has one near her machine. There are the long queues of women in striped seats at the pay-desks—"Pay for me, please, 4,507-7-000" (one of the signs). There are the war-savings desks—actually placed next to the pay-desks. "War Savings Certificates. They are subscribing to-day in the section. Are you subscribing?"

Well, as a rule, she was—Another aspect of the colossal organism is the checking and testing aspect. If you examine this long enough you will become obsessed by it, so that you will arrive at the stage of thinking that in checking and testing shells consists chiefly of ascertaining whether they are in condition, is provided with its biography which it bears on a card in its cavity. Everywhere on the walls are tabular statements which are continually being added to. At every corner stand girls and men writing down figures in note books. Every shell is gauged for all its dimensions. It is also weighed, for a shell may be right in dimensions and yet wrong in weight, in which case it won't do. Every gauge is periodically tested by experts in the gauging-testing room. And a certain percentage of shells, when they are almost finished, are deliberately sawn to pieces again, and samples of their steel "turned into bars of a given diameter, and these bars are fractured, or rather pulled in two, by machines of a given power, and the quality of the steel thus laid bare for inspection. In the fracturing room on shelves are thousands of fractured bars with their jagged ends exposed, and in them you can see how steel differs. Under the terrific influences of the pulling machine the finest steel behaves rather like stale bread. Finally in addition to the factory tests and the Government tests within the factory, there is the Government outside test, for which some shells go into the sacred bond-room, where no unauthorised person may enter, and where the chosen shells are removed for realistic trials in distant spots. When that is over all has been done that can be done to furnish the artilleryman with an utterly reliable shell-case.

QUICK WORK.

The proposal for the factory was made on July 8th, 1915, and sanctioned on August 17th. The land on which the factory now stands was then chiefly a dumping ground. Part of it being subject to inundations, part of the construction had to be founded on piles. The ironwork was started on September 25th. By March 26th, 1916, the power was being manufactured in Britain. In the first week of June 27th shells were made. Within a year of the sanctioning of the proposal 45,549 shells had been delivered. The output is now over 10,000 a week—and they are big shells. How was it done? It was done in principle by putting a big armament firm in charge, but this firm supplied only two men direct, though it gave foremen a fortnight's course of training in its own shops. The manager was brought from India. There was no difficulty about female labour; but the skilled male labour had to be invented, created, conjured up out of nothing, for when this N.P.F. was first thought of the country was supposed to have been swept clear of that commodity, and it practically was. The N.P.F. stands today as an achievement as marvellous and (Continued at foot of next column.)

CUTLER PALMER & CO'S. NAPIER JOHNSTONE'S



Known as the

"OLD SQUARE"

WHISKY.

ESTABLISHED

1745.

SOLE AGENTS IN HONGKONG AND SOUTH CHINA:

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[38]

IN TORMENT BOTH DAY AND NIGHT

From Skin Trouble Which Spread From Elbow to Chest.

HEALED BY CUTICURA

"My trouble started with itching in the hand, and from a small patch of red it spread until it nearly reached my elbow and down toward my chest. The itching and burning were terrible and I was in torment both day and night. There would also be a few small white-headed pimples which would break and run into each other. When I went for a free sample of Cuticura Soap and Ointment, I obtained great relief and I sent to the chemist for a box of Ointment and now I am quite healed." (Signed) Mrs. R. Peck, Railway Cottages, Somerleyton, Suffolk, Eng., July 28, 1915.

Sample Each Free by Post

With 32-p. Skin Book. (Soap to cleanse and Ointment to heal.) Address post-card for samples: F. Newberry & Sons, 27, Charterhouse Sq., London. Sold everywhere.

[42-18]

HAVE YOU A BAD LEG

with wounds that discharge or otherwise, perhaps surrounded with inflammation and swollen, that when you press your finger on the inflamed part it leaves the impression of a hole, under the skin you have poison, which defies all the remedies you have tried. Perhaps your knees are swollen, the joints being affected, the same with the ankles, round which the skin may be discoloured, or there may be wounds, the disease, if allowed to continue, will deprive you of the power to walk. You may have attended various hospitals, and been told your case is hopeless, or advised to submit to amputation; but do not; try the Grasshopper Treatment, which is a sure and certain remedy in cases of Bad Legs, Ulcerated Joints, Housemaid's Knee, Poisoned Hands, Bores, Glands, Swellings, Carbuncles, Bunions, Sprains, Insect and Dog Bites and all Skin Diseases. Send at once to the Drug Stores for a box of

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Prepared by ALBERT, Albert House, Farlington Street, London, England. Price in England 1/11 and 2/6 per box. Agents: A. S. Watson & Co., Ltd., Hongkong.



incredible and overwhelming as any palace of Aladdin. And like a palace of Aladdin, it is a delicate thing. I can imagine the shattering consequences to it of the treatment so vociferously advocated by a certain type of mind, and known as "combustion." I can imagine that the famous comb might well comb out the entire organism before it had realised what it was doing.—Daily Telegraph.

SHIPPING

ARRIVALS.
ANNUA, British str., 1,338, G. W. Eddy, 6th December—Shanghai 3rd December, General—Butterfield & Swire.
BORNEO MARU, Japanese str., 2,472, H. Kawai, 6th December—Balik Papan 20th November, General—Doddwell & Co.
FOOKANG, British str., 3,100, T. A. Mitchell, 6th December—Mojji 1st December, General—Jardine, Matheson & Co.
EUPLECTA, British str., 2,360, A. S. Hawker, 6th December—Shanghai 1st December, Ballast—Asiatic Petroleum Co.
KWANGTAH, Chinese str., 1,536, C. Stewart, 6th December—Shanghai 3rd December, General—Order.
PERIATES, American str., 2,732, A. C. Fichett, 6th December—Manila, 2nd December, General—Order.
TOWA MARU, Japanese str., 1,785, T. Tsubui, 6th December—Kobe 3rd December, Coal and General—Mitsui Bussan Kaisha.
VENEZUELA, American str., 5,641, H. Thompson, 6th December—San Francisco, October 25th, General—P. M. S. S. Co.
YERIMO MARU, Japanese str., 2,335, Y. Ishikawa, 6th December—Amoy 4th December, General—O.S.K.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
 December 6th.
EUPLECTA, British str., for Shanghai.
HOKAN MARU, Japanese str., for Kobe.
MEIKONISHI, British str., for Manila.
SHANGHAI, Chinese str., for Rangoon.
TSURU MARU, Japanese str., for Moji.

DEPARTURES.

December 6th.
CHUNSIANG, British str., for Haiphong.
CHUNGKIANG, British str., for Canton.
CHUSAN, British str., for Swatow.
EUPLECTA, British str., for Singapore.
GLENNALOECH, British str., for Singapore.
HAIKUN, British str., for Amoy.
KAIPIANG, British str., for Chingwangtao.
KIUKIANG, British str., for Shanghai.
MAUSANG, British str., for Sandakan.
SHAN-SI, British str., for Canton.
SHAWING, British str., for Teikong.
SINKIANG, British str., from Canton.
SOSIAR MARU, Japanese str., for Swatow.
TAGA MARU, Japanese str., for Haiphong.
TEUSHIMA MARU, Japanese str., for Shanghai.
YUSANG, British str., for Shanghai.

PASSENGERS.

ARRIVED.
 Per *Venezuela*, from San Francisco, etc., Rev. John B. Dunlap, Mrs. Mary S. Dunlap, Rev. Sherman A. Nagel, Mrs. Florence Nagel, Master Sherman Nagel, Mr. Alonzo J. Wearner, Mrs. Julia Wearner, Mr. Wm. G. R. Murphy, Mr. Herbert G. Terry, Mrs. Francis Terry, Messrs. Norman Brown, Downing P. Brown, Thomas R. Flack, L. Emerson Perry, Adolf R. Tornquist, and Rev. William Williams.

VESSELS EXPECTED.

THE ENGLISH MAIL.
 The P. and O. str. *Novara* left Singapore for this port on the 4th instant, at 12.30 p.m., with the outward English mails, and is due here on the 10th instant, p.m.
AMERICAN MAIL.
 The P.M. str. *Euclid* left Honolulu on November 28th, for Hongkong via Yokohama, and may be expected to arrive here on December 3rd.
CANADIAN MAILS.
 The C.P.O.S. str. *Empress of Russia* left Vancouver on the 30th November, p.m.
 The C.P.O.S. str. *Empress of Asia*, arrived at Nagasaki on the 4th inst., at noon, and left that port the same day, at 10 p.m.
MERCHANT STEAMER.
 The str. *Japan* left Calcutta on the 3rd inst., and may be expected here on or about the 8th inst.
 The str. *Benaron*, from Middlesbrough and London, left Singapore for this port on the 1st December, and may be expected to arrive here on or about 7th December.

LATEST STEAMER MOVEMENT.

The T.K.K. str. *Siberia Maru*, which left San Francisco on the 4th November, is expected to arrive at this port via Honolulu, Japan Ports and Manila today.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CANTON, AND SOUTH AFRICA PORTS.

THE "NANKIN."
 Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 15th Dec., 1916, at Noon, taking Passengers and Cargo, for the above Ports. The str. "NANKIN" will proceed through to Port Said, Marseilles and London.
 Silk and Valerian for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the B. & N. Co.
 Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. V. D. PARR,
 Acting Superintendent.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1916.
 With Index, Price \$7.50.
 On Sale at the "HONGKONG DAILY PRESS" Office.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Kowloon. 3. From Kowloon to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	CLASS & NO.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SINGAPORE, MALACCA, PENANG, & SINGAPORE	KATON MARU	...	...	B. Kon	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
LONDON via USUAL ROUTE OF CABLE	NANKIN	...	...	G. Manley	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON via USUAL ROUTE OF CABLE	NOVARA	...	...	H. E. Hetherington	P. & O. S. N. Co.	On 29th inst., at Noon.
MARSHALLS via PORTS	MANILA MARU	...	...	...	...	...
VICTORIA & TACOMA via MANILA	TAMBA MARU	...	...	...	...	...
VICTORIA, B.C., & SINGAPORE via SHANGHAI	KITO MARU	...	...	...	...	...
MEXICAN, PERUVIAN & CHILE Ports via JAPAN	TOYOKA MARU	...	...	...	...	...
NEW YORK via SHANGHAI, SAN FRANCISCO, & RHODE JANEIRO, BUENOS AIRES, &c.	KASADO MARU	...	...	...	...	...
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	VENEZUELA	...	...	...	...	...
SAN FRANCISCO via MANILA, JAPAN, &c.	SIBERIA MARU	...	...	...	...	...
SAN FRANCISCO via NAGASAKI	YIPKING MARU	...	...	...	...	...
SAN FRANCISCO via SHANGHAI & HONGKONG	TENGO MARU	...	...	...	...	...
SAN FRANCISCO via SHANGHAI & HONGKONG	CHINA	...	...	...	...	...
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	...	...	...	...	...
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTHSANG	...	...	...	...	...
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	...	...	...	...	...
AUSTRALIAN PORTS	TANGO MARU	...	...	...	...	...
AUSTRALIAN PORTS	BAHMAN	...	...	...	...	...
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	...	...	...	...	...
KOBE	YAMAGATA MARU	...	...	...	...	...
SHANGHAI	YIMANORU	...	...	...	...	...
SHANGHAI	SINKIANG	...	...	...	...	...
SHANGHAI	KWONGSANG	...	...	...	...	...
SHANGHAI KOBE & YOKOHAMA	ATHOS	...	...	...	...	...
SHANGHAI & KOBE	TOYOMI MARU	...	...	...	...	...
SHANGHAI	SUNNING	...	...	...	...	...
SHANGHAI, MOJI & KOBE	NOVARA	...	...	...	...	...
SHANGHAI	CHONGSANG	...	...	...	...	...
SHANGHAI	LUOWANG	...	...	...	...	...
SHANGHAI	SHANTUNG	...	...	...	...	...
SHANGHAI KOBE & YOKOHAMA	SOWA MARU	...	...	...	...	...
SHANGHAI, MOJI & KOBE	SUMAIL	...	...	...	...	...
VIA DIVOSTROK, KORE & SAGAMI & HONGKONG	KUROMI MARU	...	...	...	...	...
ANPING & TAKAO via SWATOW & AMOY	SOSU MARU	...	...	...	...	...
TAMUI & KEELUNG via SWATOW & AMOY	AKAGI MARU	...	...	...	...	...
SWATOW & BANGKOK	ONKONGU	...	...	...	...	...
SWATOW, AMOY & POOHOOW	HAIKONG	...	...	...	...	...
SWATOW	HAIKUN	...	...	...	...	...
SWATOW, AMOY & POOHOOW	HAIKUN	...	...	...	...	...
MANILA, BANGKOK, BATAVIA, &c.	YERIMO MARU	...	...	...	...	...
MANILA	YUSANG	...	...	...	...	...
MANILA	CHUNGKING	...	...	...	...	...
MANILA	LOONGSANG	...	...	...	...	...
BOMBAY via SINGAPORE, MALACCA, & COLOMBO	MALAY MARU	...	...	...	...	...
BOMBAY via SINGAPORE, MALACCA, & COLOMBO	YANAGI MARU	...	...	...	...	...
SINGAPORE, PENANG & CALUTTA	FOOKANG MARU	...	...	...	...	...
SINGAPORE, PENANG & CALUTTA	KUROMI MARU	...	...	...	...	...
SINGAPORE, PENANG, BANGKOK & CALUTTA	KUROMI MARU	...	...	...	...	...
BATAVIA, CHEERIBON, SAMARANG, &c.	TOKI MARU	...	...	...	...	...
HOIHOW & HAIPHONG	KAIPIANG	...	...	...	...	...

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
 FOR STEAMERS
 *SINGAPORE, PENANG & CALUTTA "FOOKSANG" Friday, 8th Dec. Noon.
 *SHANGHAI "KWONGSANG" Friday, 8th Dec. 11 light.
 *MANILA "YUENSANG" Saturday, 9th Dec. 3 p.m.
 *SHANGHAI "CHOYSANG" Tuesday, 12th Dec. 11 light.
 *SIN APOLLE, PENANG & CALUTTA "KUTSANG" Thursday, 14th Dec. 11 light.
 *MANILA "LOONGSANG" Saturday, 16th Dec. 3 p.m.

RETURN TOURS TO JAPAN.
 The steamers "KUMANG," "NANKIN," "LAIRANG" and "FOOKSANG" leave about every 2 weeks, generally call at Shanghai on route for Japan, returning via Koko (Inland Sea) and Moji to Hongkong. Time occupied, 22 days. This service is supplemented by the "YATKING," "KUMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient accommodation is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 10 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpura, Tawau, Uluken, Jesselton and Labuan.
 UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
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 *SINGAPORE, PENANG & CALUTTA "FOOKSANG" Friday, 8th Dec. Noon.
 *SHANGHAI "KWONGSANG" Friday, 8th Dec. 11 light.
 *MANILA "YUENSANG" Saturday, 9th Dec. 3 p.m.
 *SHANGHAI "CHOYSANG" Tuesday, 12th Dec. 11 light.
 *SIN APOLLE, PENANG & CALUTTA "KUTSANG" Thursday, 14th Dec. 11 light.
 *MANILA "LOONGSANG" Saturday, 16th Dec. 3 p.m.

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 Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway to all United States and the United States, also to Pacific Coast Ports to European ports and West India.
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ROYAL MAIL SERVICE

FOR	STEAMERS	TO SAIL	REMARKS
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LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID and MAHSEILLES	NANKIN (Capt. G. Manley)	Noon 15th Dec.	Direct Service
SHANGHAI, MOJI & KOBE	SOMALI (Capt. L. D. Pinckney)	About 24th Dec.	Direct Service
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MAHSEILLES	NOVARA (Capt. H. E. Hetherington, R.N.)	Noon 29th Dec.	Connecting at Colombo with Mail to "Mooltan."

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS and FREIGHTS, apply to
E. V. D. PARR, Acting Superintendent.
 P. & O. S. N. Co.

NOTICES TO CONSIGNEES

NOTICE

"GLEN" LINE (McGREGOR, GOW & CO.), LIMITED.

CERTAIN Cargo on M. S. "GLEN-ARNEY" having arrived here per S.S. "NANSANG" Messrs. GORDON & DOUGLAS will attend at the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns, Kowloon, on FRIDAY, 8th inst., at 10 A.M., to survey all damaged packages. Consignees of Cargo arrived are requested to have representatives present.
SHEWAN, TOMES & Co.,
 Agents.

"GLEN" LINE (McGREGOR, GOW & CO.), LTD., Hongkong, 4th December, 1916. [1437]

NOTICE TO CONSIGNEES.

The Steamship "KAIFING" FROM SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LTD., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
 Hongkong, 4th December, 1916. [1438]

PACIFIC MAIL STEAMSHIP CO.

S.S. "VENEZUELA" FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from Co.'s Godown at West Point. All Cargo will be landed and stored at Consignees' risk and expense. No delivery must be taken from the Company's Godown at West Point. Cargo remaining undelivered on SATURDAY, December 9th, at 5 p.m., will be subject to landing charges, and if undelivered on WEDNESDAY, December 13th, at 5 p.m., will be subject to both landing and storage charges. No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Godown. All chafed and damaged Cargo will be landed into the Company's Godown at West Point, where they will be examined on December 13th, at 10 A.M. No Claims will be recognised if filed after January 5th, 1917.
R. C. MORTON,
 General Agent.
 Hongkong, 5th December, 1916. [1435]

MITSUBISHI GOSHI KWAISHA
 (Mitsubishi Co.)
COAL DEPARTMENT.

Sole Proprietors of
TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINO, HOJO, NAKAZUTSU, SATO, KANADA, SHINKEI, KAMITAMADA, BIBAI
 and OYUBARI COALMINE.
 Agents for SAKITO COAL.

HEAD OFFICE: MARUNOUCHI, TOKYO

Branch Offices: NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSUBOYA, VLADIVOSTOK, HANKOW, PEKING, LONDON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG and CANTON.

Cable Address: "IWASAKI" Codes: A1, A2, A3, A4, Western Union, and Bureaux.

Agents: CHINKIANG—Messrs. GEARING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BROWN & Co. GLASGOW—Messrs. J. E. Brown, McFARLANE & Co., Ltd.
 For Particulars, apply to—
K. KATO, Manager,
 No. 2, Pedder Street, Hongkong.

FORTHCOMING EVENTS.

Saturday, 9th Dec.—
 Entries close for Wodehouse Cup (Ladies' Fourcous, Fencing).
 Monday, 11th Dec.—
 3 p.m.—Auction of Crown Land at P. H. Works Dept.
 Friday, 15th Dec.—
 Entries close for Ladies' Championship. H. H. K. Golf Club.
 8.15 p.m.—A.D.C. Performance of "Kismet" in aid of "Star and Garter" Fund.

THERAPION
 A new and powerful method of treating all kinds of skin diseases, including eczema, psoriasis, and other conditions. It is a scientific and reliable treatment, and is available at the "HONGKONG DAILY PRESS" Office.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:

From Hongkong: Connecting with From Colombo:

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & ETCHELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LIMITED.

or to Reiss & Co., Canton.

General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HINKIANG"	On 7th Dec., 4 P.M.
SWATOW and BANGKOK	"CHENG TU"	On 8th Dec., 10 A.M.
SHANGHAI	"SUNNING"	On 10th Dec., 10 A.M.
MANILA, CEBU & ILOILO	"CHUNGKING"	On 12th Dec., 4 P.M.
SHANGHAI	"LUOHOW"	On 12th Dec., 4 P.M.
HOIHOW & HAIPHONG	"KAIFONG"	On 14th Dec., 10 A.M.
SHANGHAI	"SHANTUNG"	On 14th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANHUI," "CHENAN," "LUOHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 23.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIP	(Occupying at 9 to 10 Days.)	LEAVING
"HAIHONG"	Capt. J. W. Evans	FRIDAY, 8th Dec., at 11 A.M.
"HAITAN"	Capt. A. E. Hodgins	FRIDAY, 15th Dec., at 11 A.M.

From SWATOW.

"HAITAN" ... Capt. A. E. Hodgins ... TUESDAY, 12th Dec., at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIR & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON.
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1916	1916
COLOMBO				
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 28
NOVARA	Dec. 29	"MOOLTAN"	Jan. 23	Feb. 4
SOMALI	Jan. 12	"KASHGAR"	Feb. 12	Feb. 19
NYANZA	Jan. 26	Through Steamer	Feb. 23	Mar. 11
MALTA	Feb. 6	"MOREA"	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong	Due at
NOVARA	MONDAY, 11th December.	
SOMALI	SUNDAY, 24th December.	
NYANZA	SUNDAY, 31st December.	
MALTA	SUNDAY, 14th January.	

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
	about	about	if sailing about	about
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	TEA	TONE	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and THAMAR	KATORI MARU Capt. B. Koa	27,000	SUNDAY, Dec., at Noon.
	KAMO MARU Capt. R. Shimizu	16,000	THURSDAY, Dec., at Noon.
VICTORIA, B.O. and SEATTLE VIA SHANGHAI, MOJI, KOBE NAGOYA and YOKOHAMA	TAMBA MARU Capt. Akematsu	12,500	TUESDAY, Dec., at Noon
	ISHIDZUKA MARU Capt. Nomu	12,500	WEDNESDAY, Jan., at Noon.
SYDNEY and MELBOURNE VIA MANILA, BANGKOK, THURSDAY, SINGAPORE, TOWNVILLE & BRISBANE	TANGO MARU Capt. Miyake	13,500	TUESDAY, Dec., at 4 p.m.
	NIKKO MARU Capt. N. Takeda	9,800	End of December.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	TOSA MARU Capt. O. Sakamoto	10,000	SATURDAY, Dec.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. H. Hirata	8,000	THURSDAY, Dec.
SHANGHAI and KOBE	TOTOMI MARU Capt. Hamada	8,000	SATURDAY, Dec.
KOBE	YAMAGATA MARU Capt. K. Goto	8,000	MONDAY, Dec.
YAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,800	MONDAY, Dec., at 10 A.M.
SHANGHAI and KOBE YOKOHAMA	SUWA MARU Capt. T. Seino	21,000	SATURDAY, Dec. at 10 A.M.
VLADIVOSTOK, KOBE and YOKOHAMA	STORUSHIMAMARU Capt. Y. Matsuki	13,500	THURSDAY, Dec.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, NAGOYA, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.
* Wireless Telegraphy.
For Further Information, apply to—
NIPPON YUSEN KAISHA,
S. MORI, Manager.

TELEPHONE Nos. 292 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SIBERIA MARU	18,000 — 18 knots	WED., 13th Dec., Noon.
TENYO MARU	22,000 — 21 knots	TUES., 19th Dec., Noon.
NIPPON MARU	11,000 — 15 knots	THURS., 4th Jan. 10.30 A.M.
KIYO MARU	14,000 — 13 knots	TUES., 9th Jan., Noon.
SHINYO MARU	22,000 — 21 knots	WED., 17th Jan., Noon.
PERSIA MARU	9,000 — 14 knots	SATUR., 27th Jan., 10.30 A.M.
KOREA MARU	18,000 — 18 knots	SATUR., 19th Feb., Noon.

* Proceeding to South American Ports.

FIRST CLASS TO LONDON G\$848 (£71.10.0) RETURN G\$609 (£122).
" " " SAN FRANCISCO G\$2.50 " " G\$437 50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO;

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	14,000 — 13 knots	TUESDAY, 9th Jan.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, Agent,
King's Building, (513)

MESSAGERIES MARITIMES**FRENCH MAIL LINES.**

PORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI

PORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL

For	STEAMER	To SAIL
SHANGHAI, KOBE and YOKOHAMA	ATHOS	On or about 8th Dec.
	HOMeward	
MARSEILLES VIA HAIPHONG, TOURANE and SAIGON (Without Transshipment)	AMAZONE	On or about 18th Dec.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years

Return Tickets to Intermediate Ports available six months

For further particulars apply to

P. THOMAS, Agent,
Queens Building,

TELEPHONE 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE and TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"MANILA MARU" ... FRIDAY, 8th Dec., at 2 P.M.
* Omitting Manila and Moji.

South American Line. For RIO DE JANEIRO, BUENOS AIRES, (EAST COAST VIA CAPE TOWN). VIA SINGAPORE, DURBAN and CAPE TOWN.
"KASADO MARU" ... MONDAY, 1st Jan., 1917, at Noon.

Bombay Line. For BOMBAY VIA SINGAPORE, PORT SWITZERLAND, PENANG and COLOMBO.
"MALAY MARU" ... WEDNESDAY, 20th Dec., at 7 A.M.

Java Line. For MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA and MACASSAR.
"YERIMO MARU" ... THURSDAY, 7th Dec., at Noon.

Formosan Line. For TAMSUI, KEELUNG and ANPING, TAKAO, VIA SWATOW and AMOY.
"SOSHU MARU" ... THURSDAY, 7th Dec., at 8 A.M.
"AMAKUSA MARU" ... TUESDAY, 12th Dec., at 1 P.M.

These Formosan Liners will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.

While the Steamer is alongside the Wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI, Manager,
No. 1, Queen's Building.

TEL Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	6th Dec.	On 26th Dec. 11 A.M.
ST. ALBANS	6th Jan.	On 27th Jan. 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO
Agents.

